

FARR

TECHNICAL MANUAL

HD22000

22" (55.9cm) 80K Lbs.-Ft.
Hydraulic Power Tong

- *Specifications*
- *Operation*
- *Maintenance*
- *Assembly*



This manual covers the following models:

MODEL NUMBER	REV	DESCRIPTION
80-1922-1	0	22" heavy duty hydraulic power tong equipped with hydraulic motor, motor control valve, lift cylinder control valve, chain sling, and safety door system.

NOTE: ***Some illustrations used in this manual may not exactly match your model of tong.***

PATENTED & PATENTS PENDING



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WARNINGS

A "LOAD-BEARING DEVICE" IS A CHAIN SLING, RIGID SLING, SPREADER BAR ASSEMBLY, FRAME, OR ANY OTHER DEVICE THAT BEARS THE PARTIAL OR TOTAL WEIGHT OF THE EQUIPMENT FOR WHICH THIS MANUAL HAS BEEN PRODUCED

THE LOAD-BEARING DEVICE SUPPLIED BY MCCOY DRILLING & COMPLETIONS IS DESIGNED TO SUPPORT THE EQUIPMENT DESCRIBED IN THIS MANUAL. MCCOY DRILLING & COMPLETIONS WILL NOT GUARANTEE THE ABILITY OF THE LOAD-BEARING DEVICE TO SUPPORT ANY OTHER PART, ASSEMBLY OR COMBINATION OF PARTS AND ASSEMBLIES. MCCOY DRILLING & COMPLETIONS WILL NOT GUARANTEE THE ABILITY OF THE LOAD-BEARING DEVICE TO LIFT OR SUPPORT THE EQUIPMENT DESCRIBED IN THIS MANUAL IF THERE ARE ANY MODIFICATIONS TO THE LOAD-BEARING DEVICE, OR ANY ADDITIONS TO THE EQUIPMENT DESCRIBED IN THIS MANUAL THAT ADD WEIGHT TO THE EQUIPMENT, UNLESS SUPPLIED BY MCCOY DRILLING & COMPLETIONS.

WHEN RE-ASSEMBLING LOAD-BEARING DEVICES (CHAIN SLINGS, RIGID SLINGS, BACKUP LEGS, ETC.) NOTE THAT THE ASSOCIATED FASTENERS MUST BE TIGHTENED TO THE CORRECT TORQUE SPECIFIED FOR THAT SIZE OF FASTENER (SEE SECTION 3 - OVERHAUL). ANY THREADED FASTENER IN A LOAD-BEARING DEVICE MUST BE SECURED WITH RED OR BLUE LOCTITE™.

ANY REPLACEMENT FASTENER (BOLTS, NUTS, CAP SCREWS, MACHINE SCREWS, ETC.) USED DURING MAINTENANCE OR OVERHAUL MUST BE GRADE 8 OR EQUIVALENT UNLESS OTHERWISE SPECIFIED.



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McCoy Drilling & Completions has made every effort to ensure the information contained in this document is accurate and current. This manual is intended to provide equipment operation and safety instructions for your equipment. However, McCoy Drilling & Completions does not warrant or guarantee that the information is either complete or accurate in every respect, and the user of the manual shall protect, indemnify, and hold harmless McCoy Drilling & Completions and all their directors, officers, employees, and agents from and against all liability for personal injury, death, or property damage resulting directly or indirectly from the use of the information contained in this manual.

Observance of all descriptions, information and instructions set out in this manual is the full responsibility of the user. This manual is intended for guidance and informational purposes and must be used in association with adequate training and on-the-job supervision to provide safe and effective equipment use.

It is the responsibility of the user to conform to all regulations and requirements issued by an authority or agency which may affect the operation, safety or equipment integrity, that may overrule the content of this documentation.

The user will acknowledge and obey any general legal or other mandatory regulation in force relating to accident prevention, safety, and equipment integrity.

Summary Of Revisions

Date	Section	Page	Description Of Revision
January 2012	N/A	N/A	Initial Release

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The information presented in this document will provide setup, operating, and maintenance instructions for your HD22000 tong. Due to the wide variety of operating conditions, these instructions must be considered guidelines rather than absolute operating procedures. It is the responsibility of the user to use these guidelines together with an experienced manager to develop operating procedures that conform to all policies set forth by the operating authority (ies).

IDENTIFICATION OF OF WARNINGS AND OTHER NOMENCLATURE OF IMPORTANCE USED IN THIS INSTALLATION GUIDE

McCoy Drilling & Completions uses three indicators to describe items of three degrees of importance.

A **HAZARD** to operators or equipment is represented by an exclamation point within a red triangle. identifies items of the highest importance. Failure to heed information identified by a **HAZARD** symbol may result in bodily injury, death, catastrophic equipment damage, or any combination of these. A **HAZARD** may also indicate the potential for dangerous environmental contamination.



This identifies a HAZARD to operators or equipment

A **WARNING** is represented by an exclamation point within an orange triangle, and contains information that will alert personnel to a potential safety hazard that is not life-threatening. A **WARNING** may also serve to alert the user to information critical to the correct assembly or operation of the equipment in use.



This identifies a WARNING to users

A **CAUTION** is represented by an exclamation point within a yellow triangle and highlights information that may aid the user during assembly or operation of your equipment. CAUTIONs are also used to ensure common errors are not made during assembly or operation of your equipment.



This identifies a CAUTION to users

Observance of the following is the full responsibility of the user:

- **all descriptions, information and instructions set out in this manual**
- **any regulation or requirement issued by an authority or agency which may influence operation, safety or integrity of the equipment that overrules the content of this document.**
- **any legal or other mandatory regulation in force governing accident prevention or environmental protection.**

Congratulations on the purchase of your FARR® HD22000" tong. This unit will provide you with years of outstanding performance. Simple maintenance and care will extend its life and ensure years of excellent performance and reliability. The setup, operating, and maintenance instructions in this manual will assist you in giving your equipment the care it requires. Please carefully read the manual before installing and using your equipment. Replacement parts are readily available from McCoy Drilling & Completions | FARR in Edmonton, Alberta. Note that many parts are transferable between FARR® tongs and backups. Should you need replacement parts, or should you experience any difficulty not covered in this manual, please contact:

McCoy Drilling & Completions | FARR

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Canada T5L 2T2

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Fax: 780.455.2432

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Customer Care: customerCareFarr@mccoyglobal.com

Website: <http://www.mccoyglobal.com/index.php/drilling-completions>



ILLUSTRATION 1.A.1: HD22000 POWER TONG

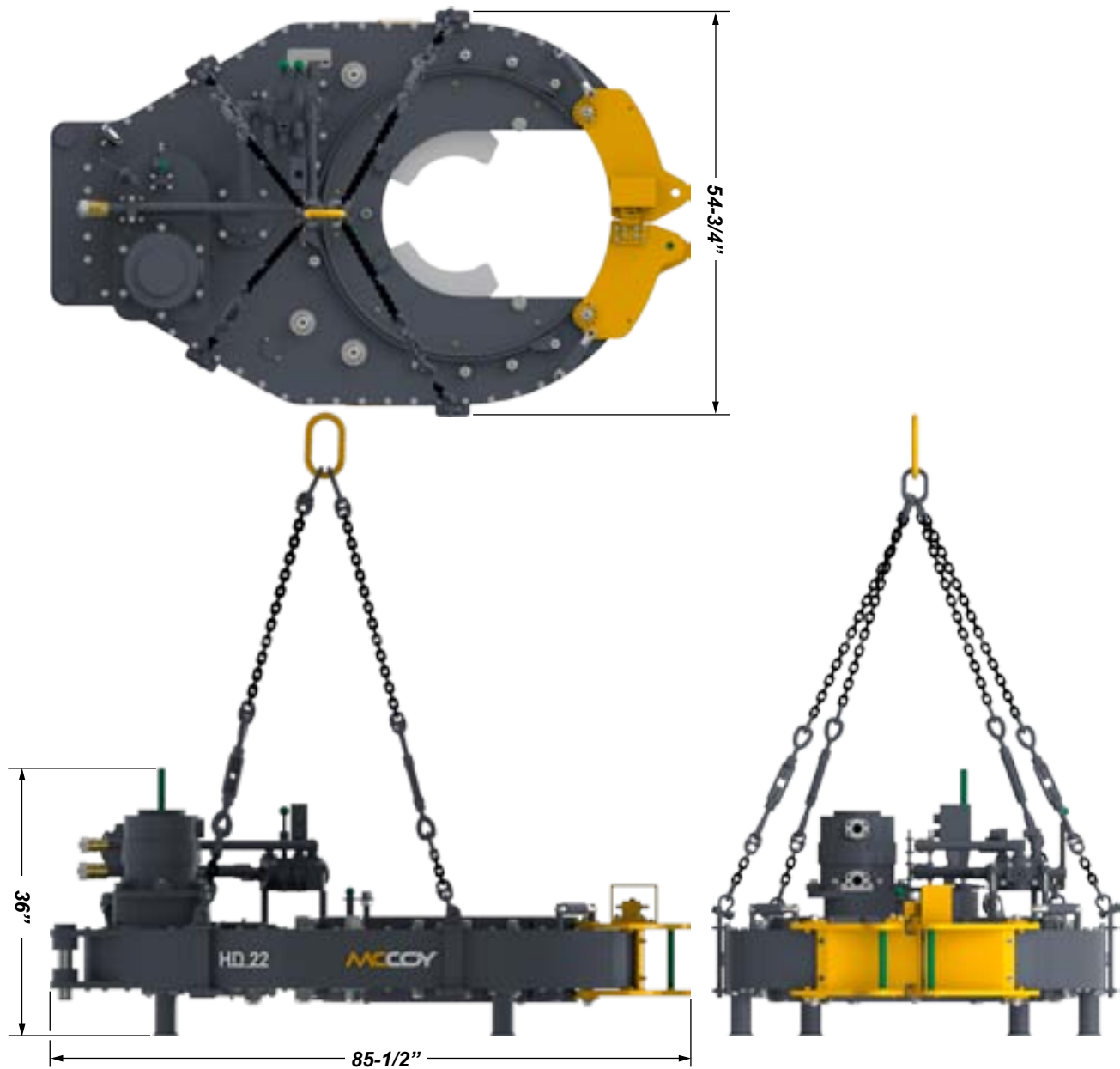


ILLUSTRATION 1.A.2: HD22000 POWER TONG DIMENSIONS

Torque Table **

Pressure	High Gear		Low Gear	
PSI / MPa	Lbs.-ft.	Nm	Lbs.-ft.	Nm
1000 / 6.89	2200	2983	20000	27116
1500 / 10.34	4400	5966	40000	54233
2000 / 13.79	6560	8894	60100	81485
2500 / 17.24	8750	11863	80100	108600
MAXIMUM RATED TORQUE: 80000 LBS.-FT. / 108450 Nm				

Speed Table

Flow (US GPM / LPM)	Low Gear (RPM)	High Gear (RPM)
10 / 37.9	0.6	5.4
20 / 75.7	1.2	10.7
40 / 151.4	2.4	21.5
60 / 227.1	3.6	32.2

**** These are ideal values. Actual achieved torque is highly dependant upon tong efficiency and final position of rotary gear when full torque load is reached.**

Maximum Hydraulic Requirements: 3000 PSI (20.68 MPa)
60 GPM / 227.1 LPM

Maximum torque is only available in low gear

Length: 85-1/2 inches / 217.2 cm.

Maximum Width: 54-3/4 inches / 139.1 cm.

Height (Excluding Chain Sling): 36 inches / 91.44 cm.

Space Required On Pipe: 8 inches / 20.32 cm.

Torque arm length: 55 inches / 139.7 cm. (Pipe Centre Line to Load Cell Centre)

Weight (Approximate): 4200 lb. / 1909 kg.

Recommended Spring Hanger: Capacity 4500 lb. (2045 kg.)
McCoy P/N 85-0106XXXH

Jaws available (inches): See Pg. 2.10



**REPLACEMENT FASTENERS (BOLTS, NUTS, CAP SCREWS, MACHINE SCREWS, ETC.)
MUST BE GRADE 8 OR EQUIVALENT UNLESS OTHERWISE SPECIFIED.**

Use an EP synthetic grease that meets or exceeds the following specifications:

Thickener	Lithium Complex
NLGI consistency grade	2
NLGI performance grade	GC-LB
Penetration - ASTM D 217 (25°C [77°F] 0.1 mm) worked 60 strokes	265-295 minimum
Dropping point, °F[°C] - ASTM D2265	550 [288] minimum
High temperature life, hours - ASTM D 3527	160 minimum
Oxidation stability, psi - ASTM D 942	(100 hr/300 hr) 0/3
Water washout, percent - ASTM D 1264	1.8 max
Rust and corrosion - ASTM D 1743	pass
Oil separation, percent loss - ASTM D 1742 (24 hours, 25°C [77°F])	1.1 max
Leakage, g lost - ASTM D 4290	1.0 max
Four ball wear test, mm scar - ASTM D 2266	0.40 max
Fretting wear, mg - ASTM D 4170	3.4 max
Four ball EP, kgf - ASTM D 2596	
Weld point	400 minimum
Load wear index	50 minimum
Timken OK load test, lbs - ASTM D 2509	50
Low temperature torque, N*m - ASTM D 4693 (-40°C [-40°F])	1.3 max
LT-37 pumpability, g/min (60°F/0°F [16°C/-18°C])	360/7
Copper corrosion - ASTM D 4048	1B
Disc brake wheel bearing specifications	
Ford ESA-M1C 198A	Yes
Chrysler MS-3701	Yes
Oil viscosity: 40°C [104°F], cSt	151
100°C [212°F], cSt	19.2
Flash point, °F[°C] - ASTM 92	450[232]

Use a premium quality hydraulic fluid that meets or exceeds the following specifications:

Typical Density (kg/m ³)	878
Viscosity - cSt @ 40 °C	68.8
- cSt @ 100 °C	8.7
Viscosity Index	97
Pour Point °F [°C]	-22 [-30]
Flash Point °F [°C]	432 [222]
Colour, ASTM	1.5
Neutralization Number	0.40
Rust Protection - Distilled Water	No Rust
- Sea Water	No Rust
Hydrolytic Stability - Cu Mass Loss, mg/cm ²	0.04
Copper Corrosion Test	1A
Filterability: Denison - Wet & Dry	Pass
Afnor - Wet & Dry	Pass
Cincinatti Milacron Spec Approved	P69
Denison HF-0:	Approved
Denison P-46 Piston Pump:	Pass
Denison T6C Vane Pump:	Pass
Vickers 35VQ25 Vane Pump Test:	Pass
104/105C Vane Pump Test:	No Data Available
Vane pump test total ring and vane wear, mg.	<10
Oxidation Stability	
Turbine Oil Stability Test Life, hours	2500+
Rotary Bomb Oxidation Test, minutes	325
FZG Spur Gear Test, Failure Load Stage (FLS)	12

Adequate setup and proper hydraulic connections are essential in ensuring reliable operation of your tong. For best results and long term reliability, read and obey the start-up instructions in this section.



DO NOT ACCESS ROTATING COMPONENTS UNLESS HYDRAULIC POWER SUPPLY HAS BEEN DEACTIVATED OR ISOLATED.

A CLEARLY IDENTIFIED REMOTE POWER PACK EMERGENCY STOP MUST BE INSTALLED IN THE IMMEDIATE VICINITY OF THE TONG OPERATOR.

A. SLING / LOAD BEARING DEVICE SAFETY



THE SUPPLIED LOAD-BEARING DEVICE (CHAIN SLING, RIGID SLING, SPREADER BAR ASSEMBLY, FRAME, OR ANY OTHER DEVICE THAT BEARS THE PARTIAL OR TOTAL WEIGHT OF THE EQUIPMENT DESCRIBED IN THIS MANUAL) HAS BEEN SPECIFIED OR DESIGNED TO SUPPORT THE EQUIPMENT DESCRIBED IN THIS DOCUMENT. FARR WILL NOT GUARANTEE THE ABILITY OF THE LOAD-BEARING DEVICE TO SUPPORT ANY OTHER PART, ASSEMBLY OR COMBINATION OF PARTS AND ASSEMBLIES, OR ANY ADDITIONS TO THE EQUIPMENT DESCRIBED IN THIS MANUAL THAT ADD WEIGHT TO THE EQUIPMENT, UNLESS SUPPLIED BY MCCOY DRILLING & COMPLETIONS.

MCCOY DRILLING & COMPLETIONS DOES NOT GUARANTEE THE INTEGRITY OF MODIFIED OR DAMAGED LOAD-BEARING DEVICES, UNLESS THOSE MODIFICATIONS ARE PERFORMED BY MCCOY DRILLING & COMPLETIONS.

McCoy Drilling & Completions recommends following an industry-accepted standard such as OSHA, ASME B30.9-2006, or manufacturer's guidelines when performing any rigging and overhead lifting. Use by untrained persons is hazardous. Improper use will result in serious injury or death. Do not exceed rated capacity. Slings will fail if damaged, abused, misused, overused, or improperly maintained.

- Only grade 80 or grade 100 alloy chain should be used for overhead lifting applications.
- Working Load Limit (WLL) is the maximum allowable load in pounds which may be applied to the load-bearing device, when the device is new or in "as new" condition, and when the load is uniformly and directly applied. The WLL must never be exceeded.
- Working Load Limit (WLL) is the maximum working load for a specific minimum sling angle, measured from the horizontal plane. The Working Load Limit is identified on the sling.
- The Working Load Limit or Design factor may be affected by wear, misuse, overloading, corrosion, deformation, intentional alterations, sharp corner cutting action and other use conditions.
- Shock loading and extraordinary conditions must be taken into account when selecting alloy chain slings.
- See OSHA Regulation for Slings 1910.184, ANSI/ASME B30.9-"SLINGS", ANSI/ASME B30.10-"HOOKS" and ANSI/AMSE B30.26 "RIGGING HARDWARE" for additional information.



THE MINIMUM SLING ANGLE (THE ANGLE OF THE LEG OF THE SLING MEASURED FROM THE HORIZONTAL) MUST NEVER FALL LOWER THAN THE ANGLE SPECIFIED FOR THE SLING IN USE

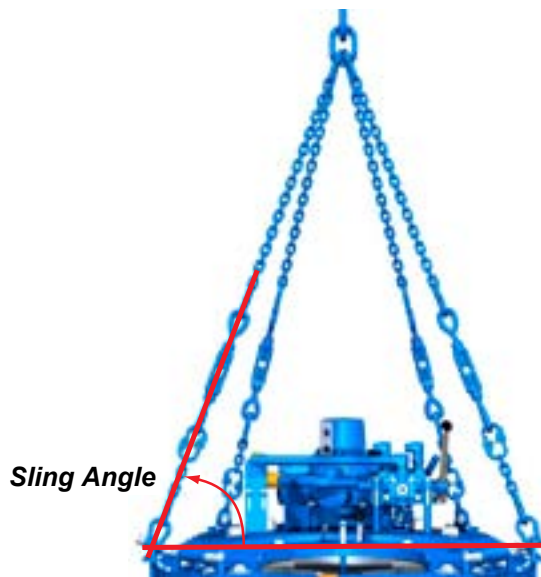


ILLUSTRATION 2.A.1: SLING ANGLE

1. Inspection Of Slings

McCoy Drilling & Completions strongly recommends the following practices:

A complete inspection of new load-bearing devices and attachments shall be performed by a qualified, designated person prior to initial use. Each link and component shall be examined individually, taking care to expose and examine all surfaces including the inner link surface. The sling shall be examined for conditions such as those listed in the removal criteria below. In addition, daily inspection of slings, fastenings and attachments shall be performed by a designated person. If damage or defects are found at either inspection, the damaged or defective component shall be quarantined from service until it can be properly repaired or replaced.

Removal Criteria:

A load-bearing device shall be removed from service if conditions such as the following are present:

- Missing or illegible sling identification.
- Cracks or breaks
- Evidence of tampering is seen - sling tag has been modified or obscured, or tamper-proof nuts are missing.
- Signs of impact on load-bearing components, including spreader bars, lifting lugs, rigid slings & rigid sling weldments, and legs & leg mounts.
- Broken or damaged welds.
- Excessive wear, nicks, or gouges. Refer to the chart below to ensure minimum thickness on chain links supplied is not below the values listed:

Minimum Allowable Chain Link Thickness at Any Point			
Nominal Chain Size		Minimum Thickness	
Inches	MM	Inches	MM
7/32	5.5	0.189	4.80
9/32	7	0.239	6.07
5/16	8	0.273	6.93
3/8	10	0.342	8.69
1/2	13	0.443	11.26
5/8	16	0.546	13.87
3/4	20	0.687	17.45
7/8	22	0.750	19.05
1	26	0.887	22.53
1-1/4	32	1.091	27.71
Refer To ASME B30.9			

- Stretched, bent, twisted, or deformed chain links or components.
- Evidence of heat damage.
- Excessive pitting or corrosion.
- Lack of ability of chain or components to hinge (articulate) freely.
- Weld splatter.
- For hooks, removal criteria as stated in ASME B30.10
- Other conditions, including visible damage, that cause doubt as to the continued use of the sling.

Inspect all lugs and fixing points for signs of elongation and/or bending, or for material build-up around the hole. Repair or replace components that appear distorted. Ensure all hardware is tight and in good condition. Replace missing hardware if necessary. All hardware must be free of rust and corrosion.

Additional inspections shall be performed during sling use where service conditions warrant. Periodic inspection intervals shall not exceed one year. The frequency of periodic inspections should be based on:

- Frequency of use of the load-bearing device.
- Severity of service conditions
- Nature of lifts being made
- Experience gained on the service life of load-bearing devices used in similar circumstances.

Guidelines for the interval are:

- Normal Service - yearly
- Severe Service - monthly to quarterly
- Special Service - as recommended by a qualified person

Units designed and manufactured in accordance with EN 12079 and DNV 2.7-1 should be tested and examined in accordance with the following schedule of examination and test. The user of the load-bearing device shall place a permanent placard or plate upon which the type and date of the last test shall be recorded. To avoid confusion, the plate shall not carry the date of the next test or examination, only the most recent.

Test / Examination				
TIME / INTERVAL	LIFTING TESTS ¹	NON-DESTRUCTIVE EXAMINATION (NDE) OF LIFTING POINTS	THOROUGH VISUAL EXAMINATION	SUFFIX TO BE MARKED ON PLATE ATTACHED TO UNIT
Initial Certification By Farr / Superior	YES	YES	YES	T
Interval Not Exceeding 12 Months	At the discretion of inspection body	At the discretion of inspection body	YES	T or VN ³
Interval Not Exceeding 60 Months	At the discretion of inspection body	YES	YES	T or VN
Following Substantial Repair or Alteration ⁴	YES	YES	YES	T

1. Lifting test as per S 7.3 BS EN 12079 or DNV 2.7-1 May 1995
 2. T = Proof Test, non-destructive examination; VN = non destructive examination and visual examination; V = visual examination.
 3. Dependant upon whether non-destructive examination has been carried out.
 4. For the purposes of this standard, a substantial repair or modification is defined as any repair and/or modification that has been carried out which may, in the opinion of the inspection body, affect the load-bearing elements of the container or lifting device, or elements that contribute directly to its structural integrity.



IF MECHANICAL DAMAGE IS SEEN OR SUSPECTED ON A LOAD-BEARING DEVICE, OR IF THE LOAD-BEARING DEVICE HAS BEEN OVERLOADED, IT MUST BE REMOVED FROM SERVICE AND QUARANTINED UNTIL RECERTIFIED

Written records of the most recent periodic inspection shall be maintained, and shall include the condition of the sling.

2. Proper Use Of Load-Bearing Devices

Whenever any load-bearing device is used, the following practices shall be observed.

- Load-bearing devices that are damaged or defective shall not be used.
- Slings shall not be shortened with knots or bolts or other makeshift devices.
- Sling legs shall not be kinked.
- Load-bearing devices shall not be loaded in excess of their rated capacities.
- Slings shall be securely attached to their load.
- Load-bearing devices shall be protected from snagging, and shall not be further obstructed by any object.
- Suspended loads shall be kept clear of all obstruction.
- All employees shall be kept clear of loads about to be lifted and of suspended loads.
- Hands or fingers shall not be placed between the sling and its load while the sling is being tightened around the load.
- Shock loading is prohibited.
- Do not stand directly under a load during lifting.

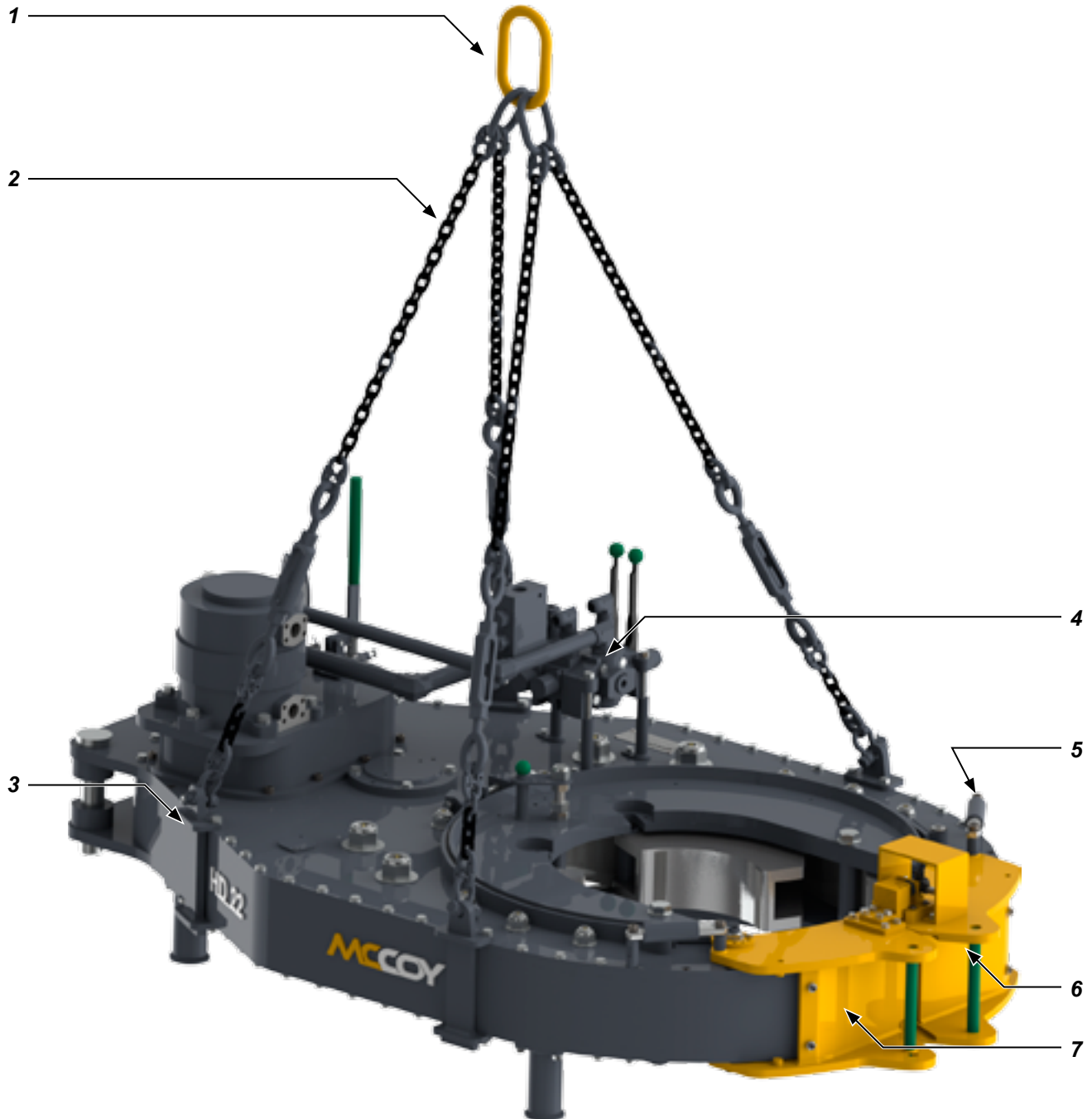
3. Storage Of Load-Bearing Devices

Proper storage of out-of-service load bearing devices is important to ensure full integrity of the device once it is returned to service. Farr recommends observing the following practices.

- Wipe off all excess grease. Use a solvent-based cleaner on rags to wipe all external surfaces to remove residual grease or hydraulic fluid. Once the outside surfaces have been de-greased, wipe all external surfaces with clean water to remove residual solvent.
- Farr recommends that an anti-corrosive agent such as Tectyl® 506 be applied to all external surfaces. Refer to manufacturer data sheets for proper application and safety information. Allow the anti-corrosive coating ample time to dry - refer to manufacturer data sheets for drying times at room temperature.
- Store in a clean, dry location. When returning to service, note that a full inspection of the device must be performed.



ENSURE CHAINS DO NOT BECOME ENTANGLED IN ANY EQUIPMENT SUPERSTRUCTURE WHEN USING CHAIN SLINGS TO HOIST EQUIPMENT.

B. MAJOR COMPONENT IDENTIFICATION**ILLUSTRATION 2.B.1: MAJOR COMPONENT IDENTIFICATION 01**

Item	Description
1	Master Link
2	Chain Sling
3	Chain Sling Hanger Lug
4	Hydraulic Valve Assembly
5	Door Spring Cylinder
6	LH Door Assembly
7	RH Door Assembly



ILLUSTRATION 2.B.2: MAJOR COMPONENT IDENTIFICATION 02

Item	Description
8	Cage Plate Adjustment
9	Backing Pin Assembly
10	Cage Plate Assembly
11	Tong Jaw Assembly With Die Inserts
12	Cage Plate Weldment
13	Door Adjustment Cam
14	Safety Door Components

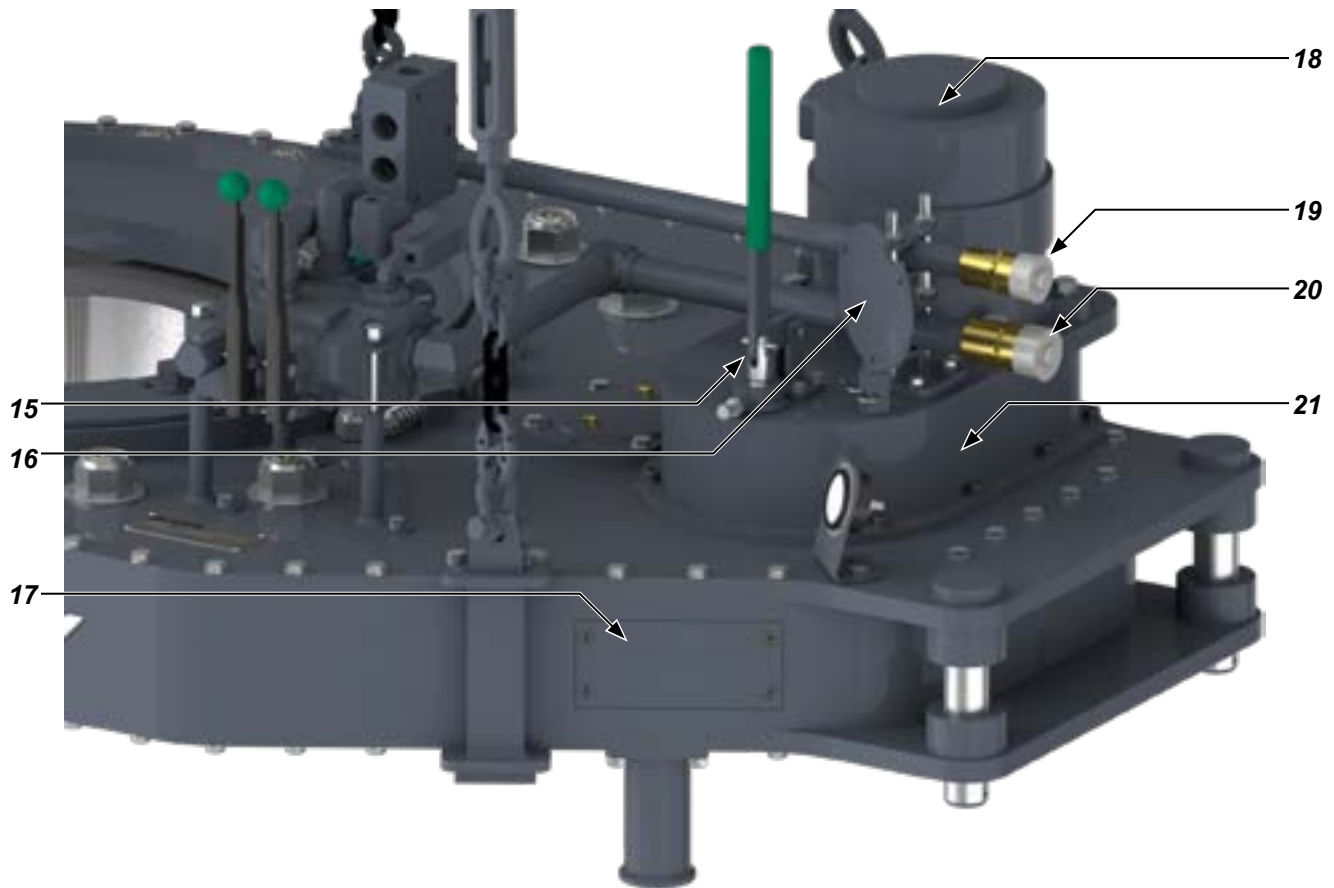


ILLUSTRATION 2.B.3: MAJOR COMPONENT IDENTIFICATION 03

<i>Item</i>	<i>Description</i>
15	Manual Shifter
16	Torque Gauge Mount
17	Shifter Shaft / Clutch Access Panel
18	Hydraulic Motor
19	Hydraulic Inlet
20	Hydraulic Outlet
21	Motor Mount

C. HYDRAULIC SCHEMATICS & VALVE IDENTIFICATION

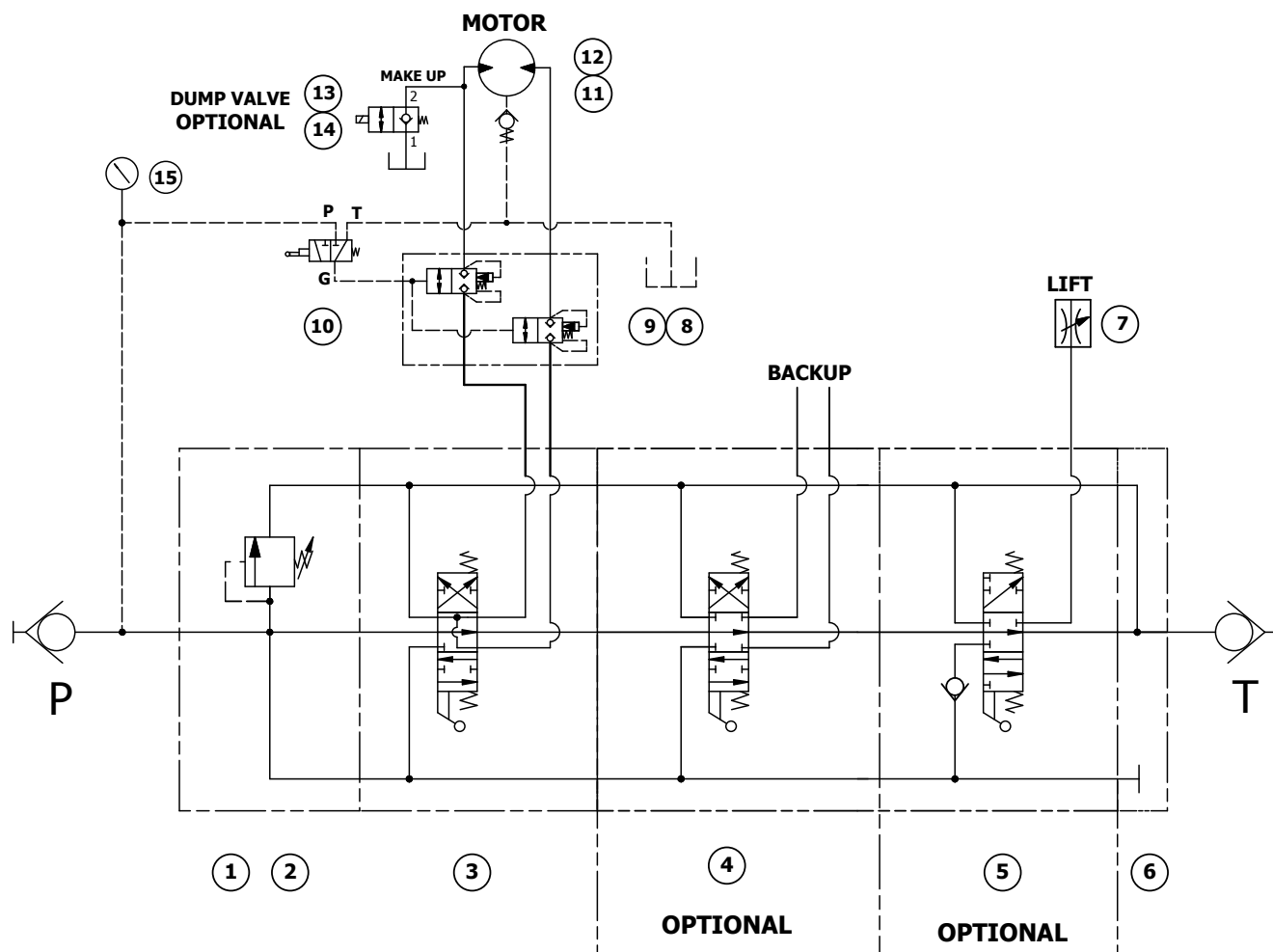


ILLUSTRATION 2.C.1: HYDRAULIC SCHEMATIC

Item	Description	Part Number	Page
1	Inlet Section	10-9016	2.8
2	Relief Valve	10-0062	2.8
3	Motor Valve Section	10-9014	2.8
4	Backup Valve Section (Optional)	10-9019	2.8
5	Lift Cylinder Valve Section (Optional)	10-9015	
6	Outlet Section	10-0086	2.8
7	Flow Control Valve	08-9062	2.8
8	Pilot-To-Operate Cartridge Valve	08-1625	2.8
9	Safety Door Valve Block	101-0727	2.8
10	Safety Door Switch	08-0337	2.9
11	1/2" FNPT Check Valve	02-9228	2.8
12	Hydraulic Motor	87-0150	2.8
13	Dump Valve	08-9284	2.8
14	Dump Valve Body	08-9283	2.8
15	3000 psi Pressure Gauge	02-0245	2.8

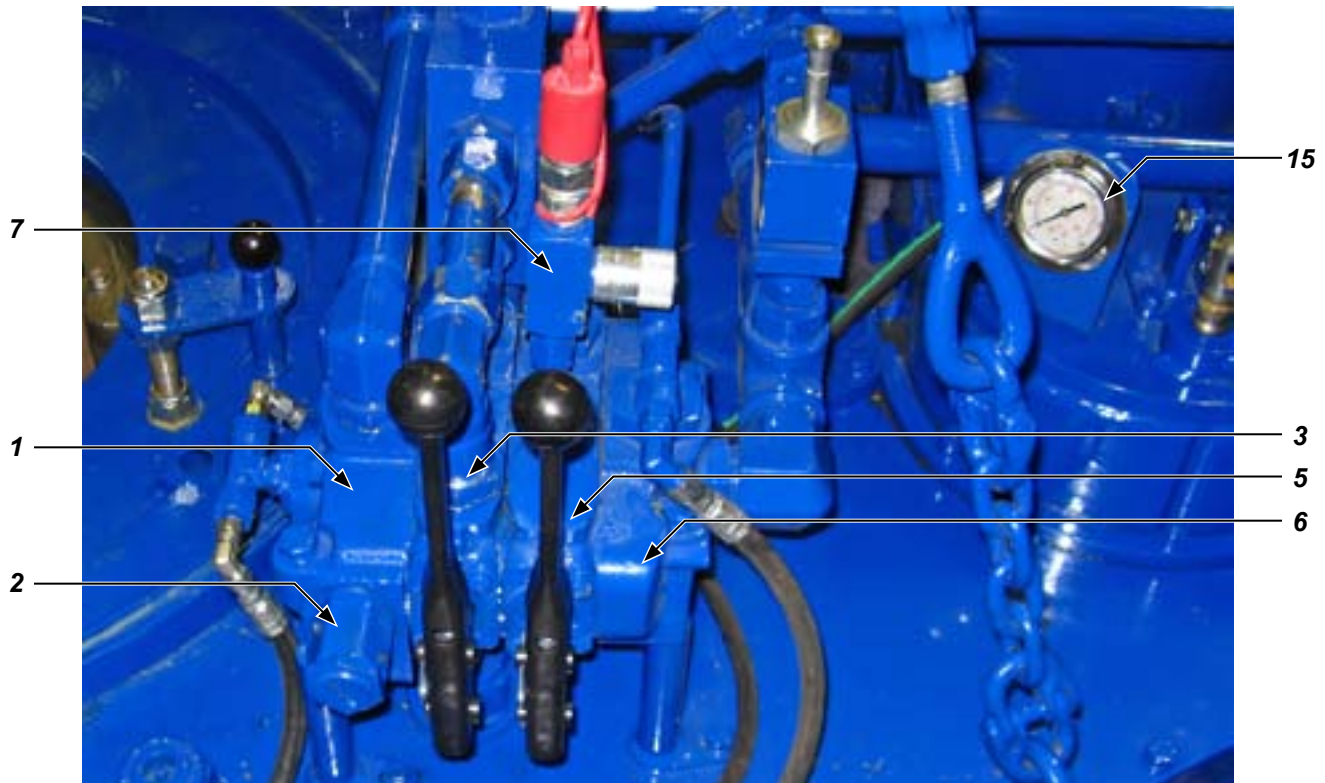


ILLUSTRATION 2.C.2: HYDRAULIC COMPONENT IDENTIFICATION 01

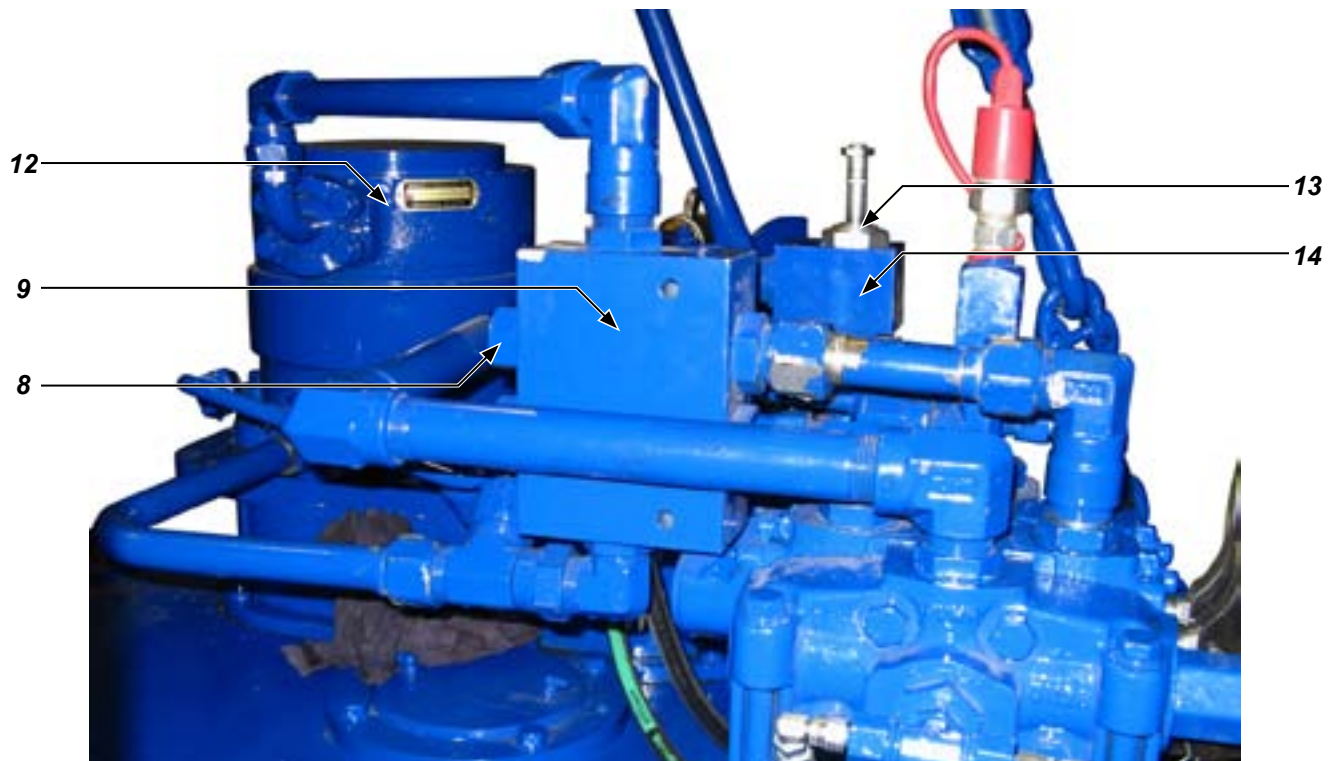


ILLUSTRATION 2.C.3: HYDRAULIC COMPONENT IDENTIFICATION 02

10



ILLUSTRATION 2.C.4: HYDRAULIC COMPONENT IDENTIFICATION 03

D. HYDRAULIC CONNECTIONS

A pair of hydraulic lines - a 1" supply line and a 1-1/4" return line - connect the tong to the power unit (see illustration below). Ancillary devices (hydraulic motors, hydraulic cylinders, etc.) are connected through the valve block.

Perform any hydraulic connection when the power unit is not running, or when the hydraulic pump is disengaged. The possibility of error in inter-changing the high pressure supply hose and the low pressure return hose has been eliminated, because the supply side coupling is smaller than the return side.

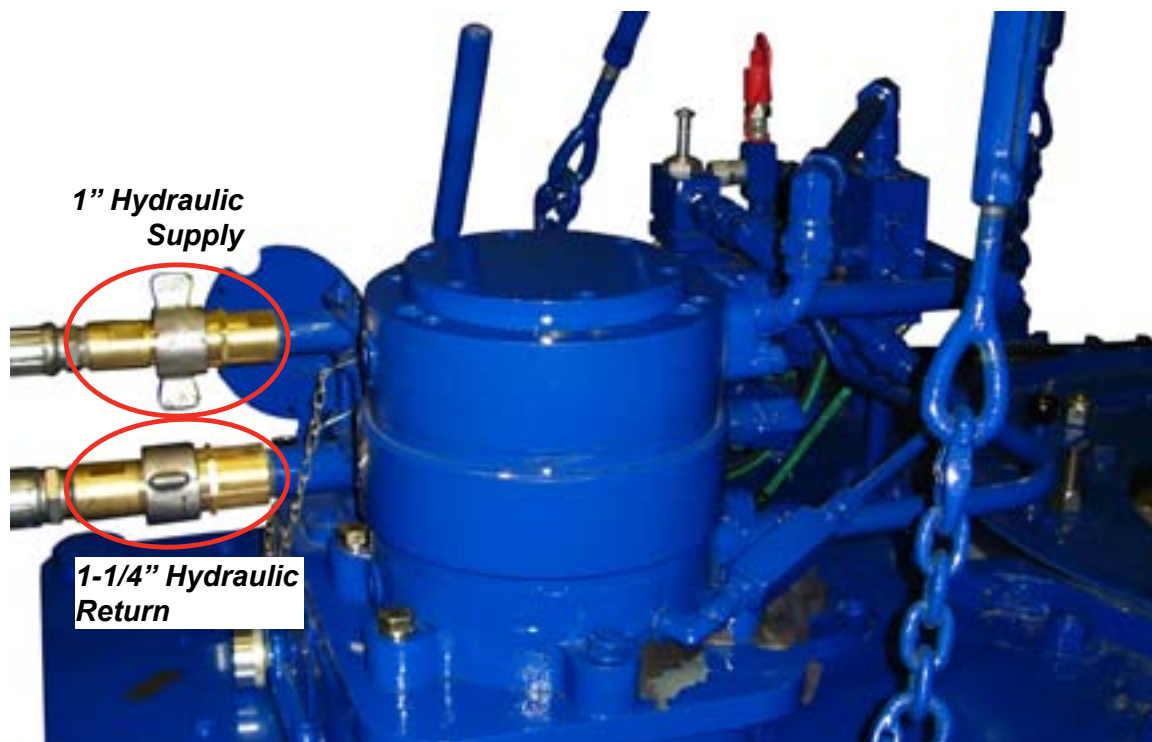


ILLUSTRATION 2.D.1: HYDRAULIC CONNECTIONS 01

Hydraulic Connections (continued):

These hose couplings are self-sealing, and care should be taken to ensure complete engagement to prevent partial closure of the check valve in the coupling. Ensure that the nut (female) side is completely made up onto the male connector - there is a line on the male fitting that indicates complete make-up. Snug the female fitting right up to the line.

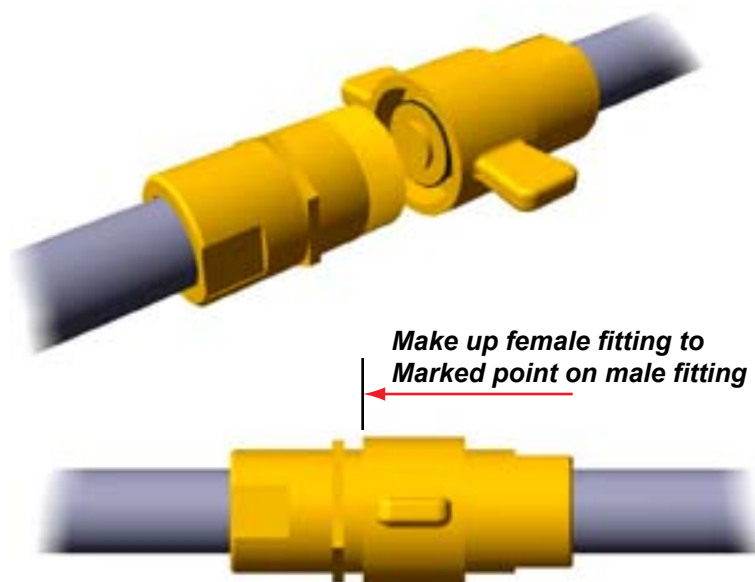


ILLUSTRATION 2.D.2: HYDRAULIC CONNECTIONS 02

E. TONG JAW AVAILABILITY & INSTALLATION**1. Jaw Availability**

The following table lists all jaw die kits that are available as standard stocked sizes for this model of tong. McCoy Drilling & Completions | Farr offers a good selection of standard jaw sizes. However, please note that we can custom-engineer and manufacture any size of jaw within the range of the tong. Jaw systems are available to allow use of die inserts intended for specialized applications. Call our sales office for information on jaw and die systems designed for higher or lower grip, or non-marking applications.

The table lists standard contoured, flat and wraparound die inserts that are available as spare parts. However, a wide variety of diamond-tooth, GRITFACE®, aluminium, and wrap-around fine-tooth dies are available for specialized applications. Please refer to our website for complete information:

<http://www.mccoyglobal.com/index.php/dies-inserts>

Description	Part Number	Description	Part Number
9 - 5/8" Jaw Die Kit	1455-JDK-545	14" Jaw Die Kit	1455-JDK-560
9 - 7/8" Jaw Die Kit	1455-JDK-547	16" Jaw Die Kit	1455-JDK-565
10 - 3/4" Jaw Die Kit	1455-JDK-550	17-7/8" Jaw Die Kit	1455-JDK-566
11 - 3/4" Jaw Die Kit	1455-JDK-555	18" Jaw Die Kit	1455-JDK-567
11 - 7/8" Jaw Die Kit	1455-JDK-556	18 - 5/8" Jaw Die Kit	1455-JDK-570
13 - 3/8" Jaw Die Kit	1455-JDK-558	20" Jaw Die Kit	1455-JDK-575
13 - 5/8" Jaw Die Kit	1455-JDK-559	22" Jaw Die Kit	1455-JDK-576
Standard 5" Replacement Die	12-1005		



ISOLATE TONG FROM HYDRAULIC POWER BEFORE PROCEEDING WITH JAW OR JAW DIE REPLACEMENT.

If necessary the entire jaw may be removed. Support the jaw from the bottom and remove the jaw pivot bolt. The jaw may then be slid out of and away from the cage plate. Reverse this procedure to replace the jaw assemblies (see Illustration 2.E.1)

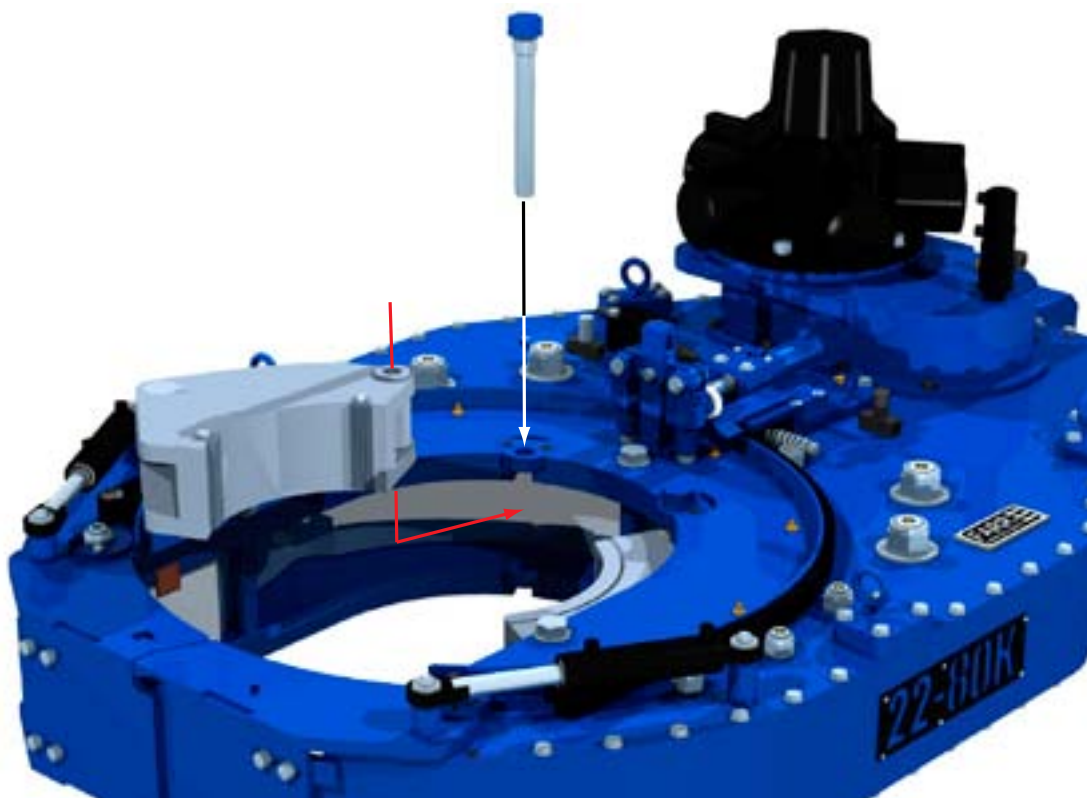


ILLUSTRATION 2.E.1: JAW REPLACEMENT

The two die may be removed by removing the flanged bolts and sliding them up and out of the jaw. They may have to be tapped lightly with a hammer.

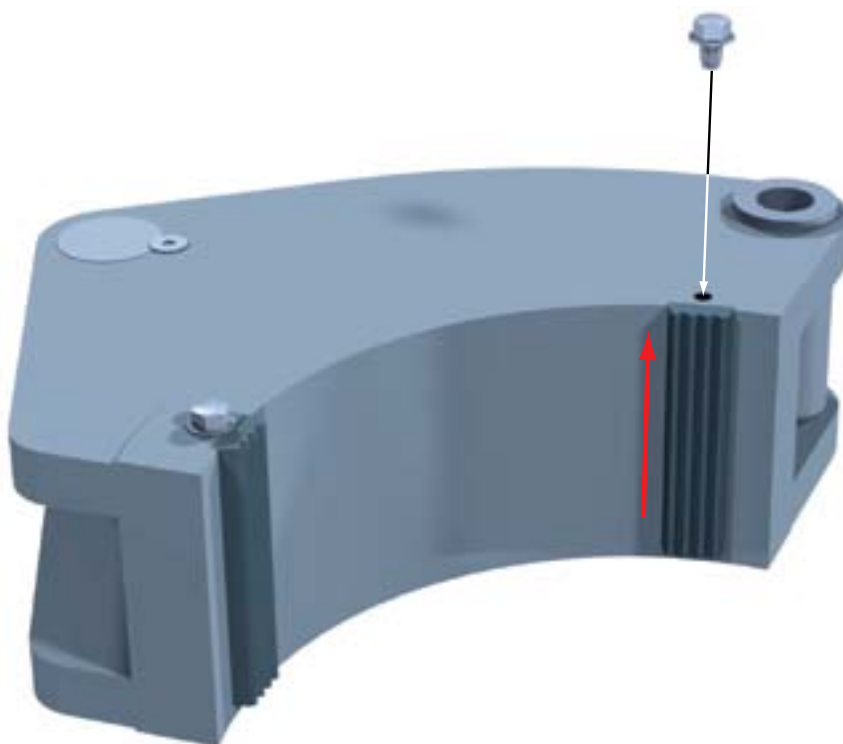


ILLUSTRATION 2.E.2: JAW DIE REPLACEMENT

Jaw / Jaw Die Replacement

When using the 22" jaw die kit, the top and bottom jaw alignment blocks need to be removed and rotated 180 degrees in order to provide adequate clearance between the jaws and the rotary gear. Simply remove the socket head cap screws, rotate the alignment blocks 180 degrees, and re-secure with the socket head cap screws before installing the jaw die kit.

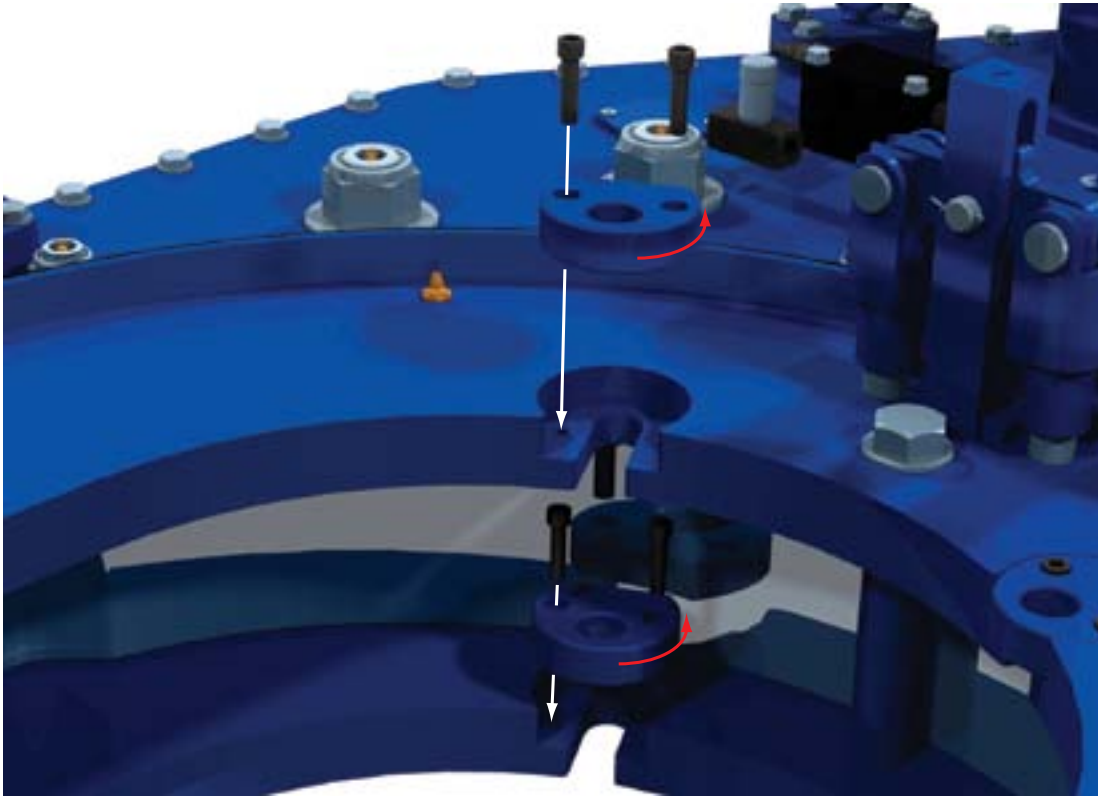


ILLUSTRATION 2.E.3: ALIGNMENT BLOCK ADJUSTMENT 01 (FOR 22" JAWS ONLY")

The illustration below shows the alignment blocks ready for installation of the 22" jaw die kit.

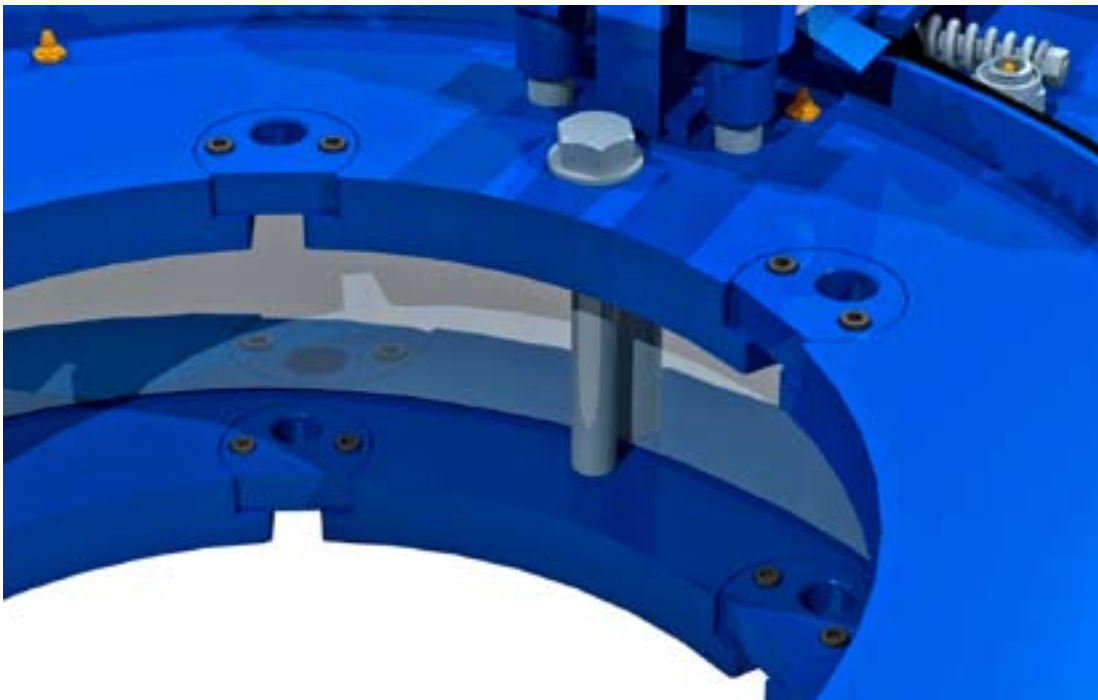


ILLUSTRATION 2.E.4: ALIGNMENT BLOCK ADJUSTMENT 02 (FOR 22" JAWS ONLY")

F. TONG RIG-UP & LEVELING

1. Suspension & Restraint

Suspend the tong and backup from a location as near to the centre of the drill rotary as possible, and from a location high enough on the mast to ensure easy handling. The lower the point from which the tong is suspended, the more effort will be required to move the tong to and from the connection point.

The suspension line may be extended over a pulley and balanced by a counterweight equal to the weight of the tong and backup, or simply tied off in the derrick to form a dead line. When using a dead line arrangement it is necessary to use a FARR spring hanger assembly (see specification page for recommended spring hanger). This spring hanger compensates for the downward movement of the casing as the thread is made-up, and imparts additional force to the suspension cable:

- a "single spring" hanger typically applies 420 lbs. (191 kg.) to the suspension line for every inch of thread made up
- a "double spring" hanger typically applies 840 lbs. (382 kg.) to the suspension line for every inch of thread made up

If you do not know which specific spring hanger is in use, check the specification page in this manual for information on the recommended spring hanger for this application. McCoy Drilling & Completions will not guarantee or specify spring hangers other than what has been supplied by McCoy.

Many applications use a lift cylinder for adjusting the height of the tong. Ensure the weight of the lift cylinder is known if it has not been included in the total weight of the tong.

All forces upon the suspension line must be considered when calculating necessary strength of the suspension line. The weight of the tong, the weight of the lift cylinder, the weight of the spring hanger, and the force imparted on the suspension line by the spring hanger must all be added together in order to arrive at the total force supported by the suspension line. Select your suspension line based upon the total force and the margins of safety dictated by the policies of your company and by established engineering practices. Ultimately, calculating the force on the suspension line and selection of the suspension line is the complete responsibility of the customer.

McCoy Drilling & Completions recommends using dual backup (snub) lines of sufficient strength to withstand the force imparted by the maximum rated torque of the tong and backup assembly in use. The snub lines will arrest uncontrolled movement of the tong and backup in the event slipping of the backup jaws. Calculate the force on the snub lines by dividing the maximum torque of the tong by the tong's torque arm (expressed in feet). For example, an 80,000 lbs.-ft. tong with a 55 inch (4.58 ft.) torque arm will generate 17467 lbs. of force against the snub line. Select your snub lines based upon the total force and the margins of safety dictated by the policies of your company and by established engineering practices. Ultimately, calculating the force on the snub line and selection of the snub line is the complete responsibility of the customer.

To ensure accurate torque measurement, the backup line must be connected perpendicular to the lengthwise axis of the tong, and perpendicular to the hang line (see illustrations 2.F.1 & 2.F.2 on next page).

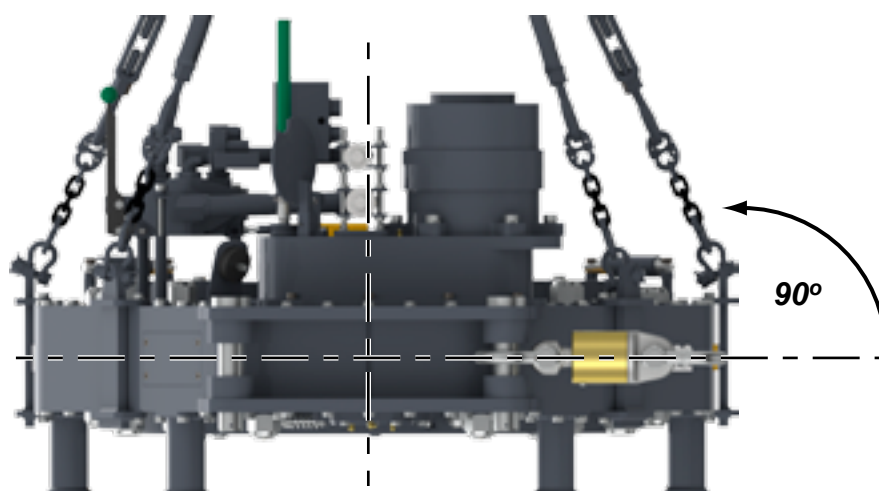
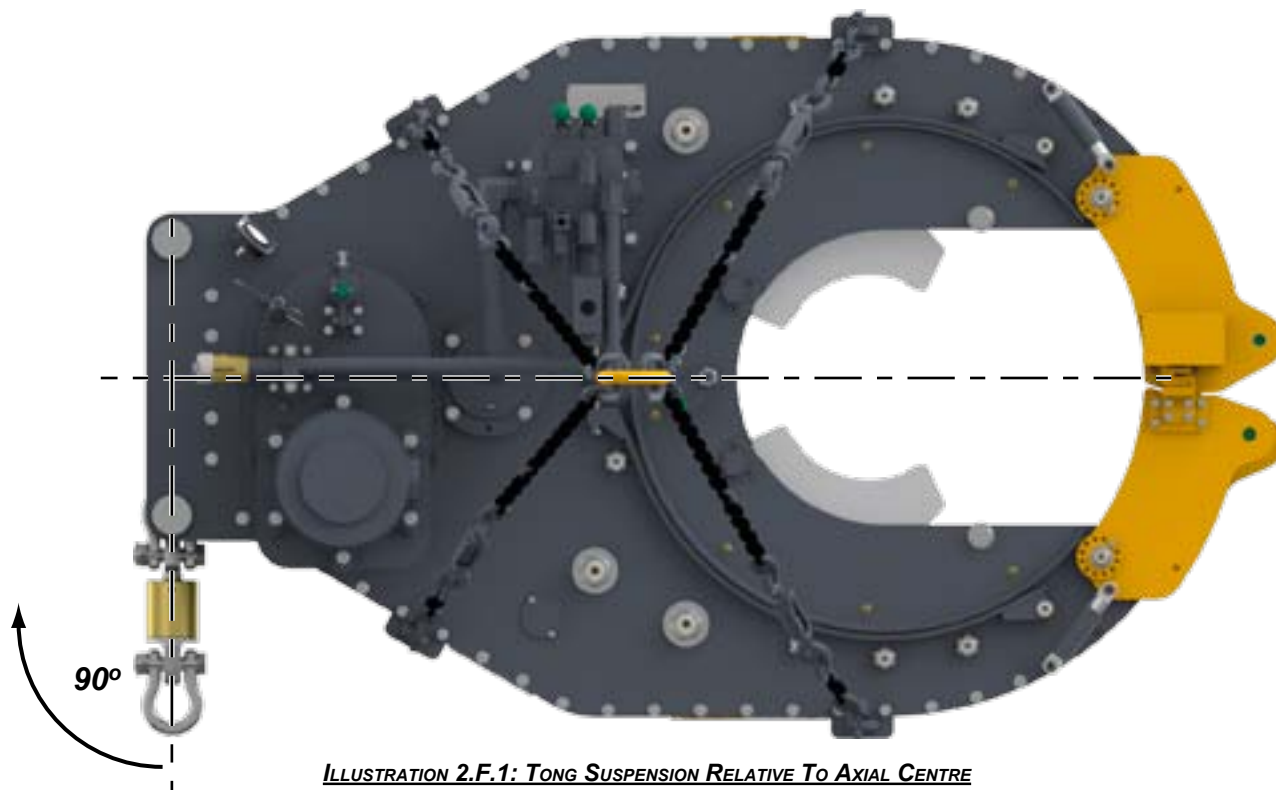


FARR CANADA CORP. ACCEPTS NO RESPONSIBILITY FOR DESIGNING AND SELECTING AN ADEQUATE SUSPENSION AND RESTRAINT SYSTEM FOR YOUR DRILLING EQUIPMENT



ALL SELECTED FASTENERS, SHACKLES, CLAMPS, ETC. USED FOR CONSTRUCTING THE SUSPENSION AND SNUB LINES MUST BE RATED FOR THE CALCULATED FORCES.

Suspension & Restraint (continued):



2. Tong Leveling

The tong must be leveled side-to-side and front-to-rear before placing into service. The following guidelines will assist you when leveling your tong.

Support the tong by the chain sling. Preset the positions of all four chains by rotating the turnbuckles on each chain hanger until the eye bolts are about half-way engaged in the turnbuckle. The turnbuckles can often be turned by hand; if this is not the case, use an adjustable wrench across the flats on the turnbuckle to turn it. Rotating the turnbuckles in one direction will cause the two eye bolts to extend away from the centre of the turnbuckle, while rotating them in the other direction will cause the eye bolts to retract toward the centre of the turnbuckle. Place a level axially (side to side) across the tong, ensuring that it is parallel with the surface of the tong. Equally rotate the two turnbuckles on one or the other side of the tong until the level indicates the tong is parallel - for instance, if you decide to adjust the left side hangers to adjust the axial leveling, adjust the left side front and rear chains the same amount. If there seems to be a large adjustment to make, split the adjustment between the two sides - make half the adjustment using the two chains on one side, and the remaining adjustment using the two chains on the other side. If all four chains were pre-set, there should not be a large adjustment to make. Place a level lengthwise (front to back) along the tong, ensuring that it is parallel with the surface of the tong. If the tong needs to be leveled front to rear, adjust both chains equally - either both rear chains or both front chains.

The leveling process may have to be repeated in order to optimize the adjustment of the hanger chains and ensure the tong is level.

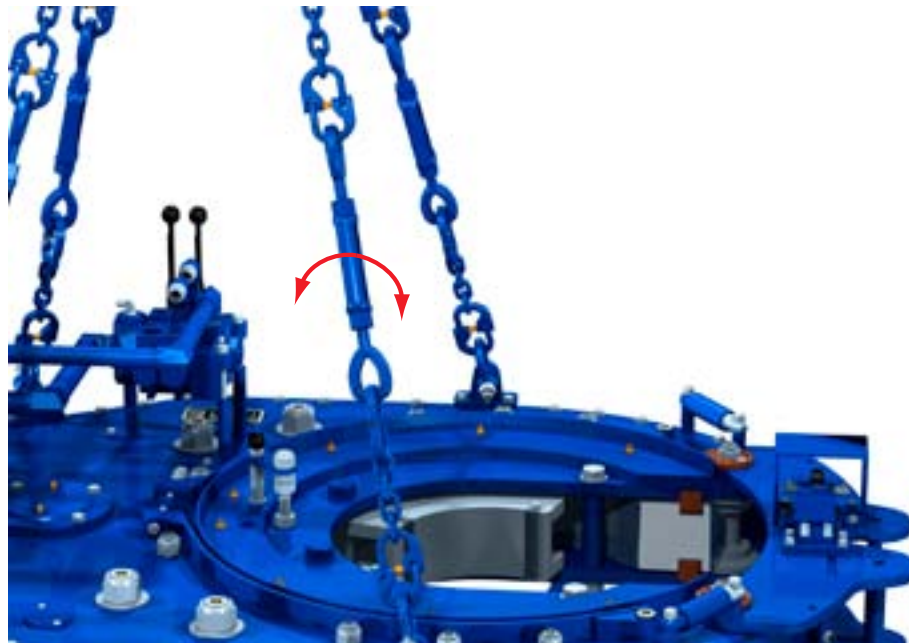


ILLUSTRATION 2.F.3: TONG LEVELING USING TURNBUCKLES

G. TONG OPERATION

1. Operator Training

Many companies set qualification standards that must be met before equipment is may be operated without supervision. McCoy Drilling & Completions recommends operator training, which typically consists of operation of the equipment under the supervision of a trained equipment operator until a satisfactory level of competence is achieved. Typical operator training should include:

- Introduction to and general description of equipment
- Technical specifications and performance data
- Operating instructions
- Control systems and interlocks
- Operating hazards
- Checks and inspections

2. Initial Start-up and Break-in Procedure



YOUR EQUIPMENT HAS BEEN THOROUGHLY TESTED AND INSPECTED AT THE FACTORY. HOWEVER, WE ADVISE INSPECTION AND TESTING OF YOUR NEW TONG AFTER TAKING POSSESSION IN ORDER TO ELIMINATE THE POSSIBILITY OF SHIPPING DAMAGE.

McCoy Completions & Drilling recommends that the following pre-operating tests be performed after receipt from the factory or after extended storage, prior to releasing the tong to operations:

- Perform a complete inspection of all fasteners to ensure none have loosened during transport.
- Connect the tong to the power unit, and apply full hydraulic pressure. Inspect and correct any leaks.
- Operate the tong at full speed and in high gear for a duration of one-half hour. Hot bearing caps may indicate impending bearing failure.
- Switch to low gear and operate for an additional one-half hour at full speed.
- Run the backup (if equipped) through several clamp/un-clamp sequences to ensure functionality.
- Inspect all components and hydraulic fittings for possible defects following completion of the tests. All FARR Tongs have been thoroughly tested at the factory prior to shipping, but shipping damage must be identified before running the tong in an operational environment.
- Carefully inspect the safety door components, and test to ensure that the safety device on each door is operating correctly before releasing the tong to the operating environment.



TONG DOOR MUST BE CLOSED AND SECURELY LATCHED BEFORE THE POWER UNIT IS STARTED IN ORDER TO ASSURE THE SAFETY OF OPERATING PERSONNEL

Ensure adequate lube oil and hydraulic oil levels before starting engine. Use start up procedures as recommended by the power unit engine operator's manual. Open the Bypass Valve on the hydraulic system, and inspect all pressure and return line hose connections to ensure correct and secure installation.

IMPROPERLY SECURED HYDRAULIC CONNECTIONS WILL INTERRUPT HYDRAULIC FLUID FLOW, AND COULD RESULT IN THE FOLLOWING FAILURES:



- A restriction in the pressure supply hose will result in high pressure within the power unit hydraulic system, which will activate the hydraulic governor and increase the engine speed to as high as maximum RPM.
- A restriction in the return line will result in high pressure within the power unit and the tong hydraulic system, causing engine speeds as high as maximum RPM, and possible failure of the motor seal.

Following inspection of the hoses, start the engine and allow it to idle until warm. Allow hydraulic fluid to circulate for approximately 10 minutes, then slowly close the bypass valve to allow hydraulic fluid to circulate through the hoses and to the tong (circulating pressure should not exceed 200 psi). Place the tong gear shifter in low gear and rotate the tong slowly forward and then reverse with the throttle valve control lever. Once this has been done and the proper size jaws have been installed, the tong is then ready to run pipe.

3. Valve Operation

4-way proportional valves control operation of hydraulic devices on the tong assembly such as hydraulic motors and cylinders. When any one valve is "centered" or in the detent position, there is no hydraulic output from the valve. When the valve is pushed forward there is an effect, and when the valve is pulled back, there is an opposite effect. These valves feature proportional control, which means that further extension of the valve handle (thereby further opening the valve orifice) results in proportionally higher hydraulic output to the controlled device.

The following illustrations demonstrate the type and effect of the hydraulic valves with which this tong is may be equipped.

The following illustration demonstrates the type and effect of the hydraulic valves with which this tong is may be equipped.

TONG MOTOR

This is a proportional valve. Pushing the valve handle forward will cause the tong motor to rotate in a clockwise direction (as seen from the top of the tong). This is the desired direction of rotation for making up a joint. Pulling the valve handle in the opposite direction results in counter-clockwise rotation, which is the desired direction of rotation for breaking out a joint.



ILLUSTRATION 2.G.1: TONG ROTATION CONTROL VALVE

LIFT CYLINDER

This is a direct-acting valve. Pushing the valve handle forward will cause the lift cylinder to lift the tong vertically. Pulling the valve handle in the opposite direction will cause the lift cylinder to lower the tong.



ILLUSTRATION 2.G.2: TONG LIFT CYLINDER CONTROL VALVE

4. Shifting Gears

The shifting shaft has three “detent” positions identifying the low speed/high torque position, the “neutral” or free-spinning position, and the high speed/low torque position. The detent strength may be adjusted by releasing the locknut on the detent tube and increasing or relaxing pressure on the detent spring. Ensure the locknut is tightened once the desired detent pressure has been set.

To shift to the high-speed gear, move the shifting handle toward tong centre from neutral position. To shift to the low-speed gear, move the shifting handle away from tong centre through the neutral detent to its lowest position. Note that the high clutch gear or the low clutch gear may not be exactly aligned when shifting, so the operator may need to “bump” the motor control handle slightly to turn the main clutch gear shaft and shifting collar into alignment. This is most effective when applying a small amount of pressure on the gear shift lever in the direction you want to shift the tong, ensuring the shifting collar will “catch” when the main clutch gear aligns with either the high or low clutch gear (see Illustration 2.G.3).



SHIFTING TONG WHILE ROTATING THE MOTOR AND CAGE PLATE MAY RESULT IN CATASTROPHIC GEAR TRAIN FAILURE

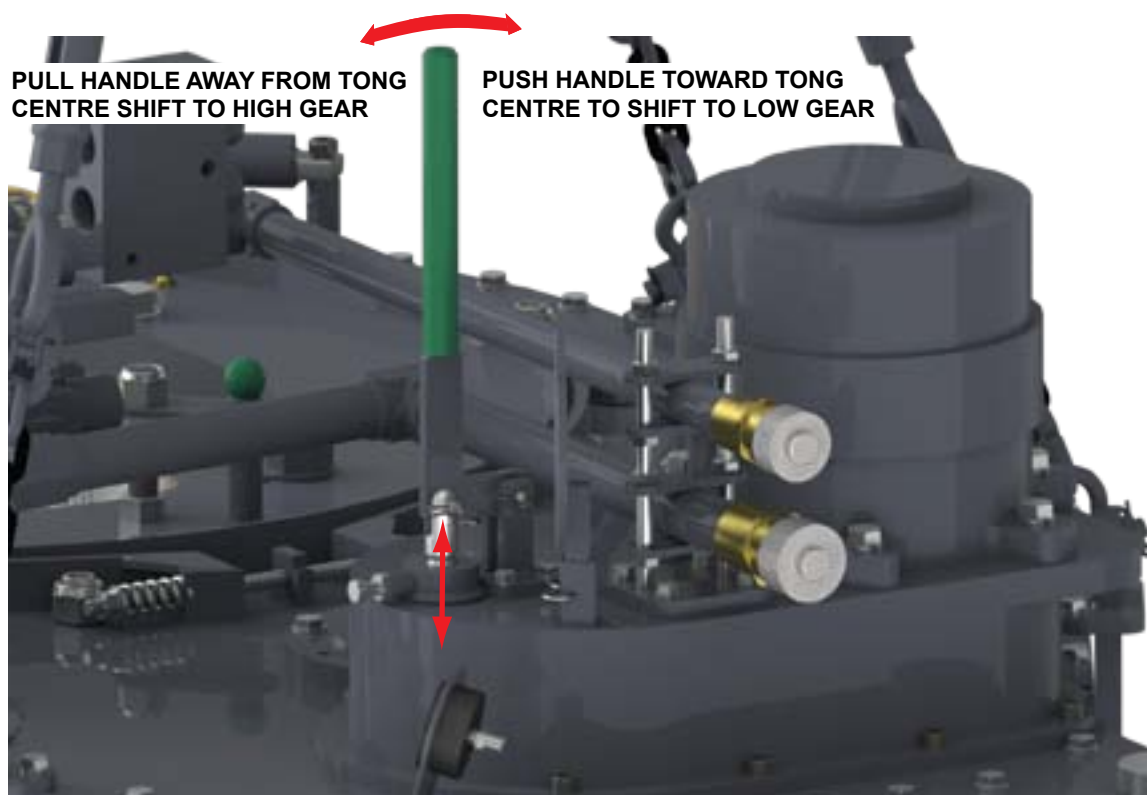


ILLUSTRATION 2.G.3: TONG MANUAL SHIFT CONTROL

5. General Comments

- a) Position rotary gear in contact with both idler gears when breaking out joints or collars where high torques are required.
- b) When making-up integral (shouldered) joints, it is essential to make up the last turn of the threads in low gear. This reduces the tendency of an instant stop or a sudden increase in torque, which induces extremely high stresses on the gear train.
- c) DO NOT employ the “snap break” method of breaking-out joints when pulling a string. By definition, the “snap break” method is a procedure used by some operators to break out connections, accomplished by leaving slack in the “jaw-pipe” engagement, and then quickly pulling the throttle valve control lever allowing the tong to snap into its loaded or high torque condition. Although this method is very effective in breaking out joints, the extremely high stress placed on the gear train frequently causes gear breakage.



USING THE SNAP-BREAK METHOD TO BREAK OUT A JOINT ENDANGERS RIG PERSONNEL AND MAY CAUSE IRREPARABLE DAMAGE TO EQUIPMENT

H. MAKING AND BREAKING CONNECTIONS



THESE OPERATING PROCEDURES ASSUME THE USER HAS PROPERLY SET UP AND PREPARED THE EQUIPMENT FOR OPERATION AS PER SECTIONS 2D, 2E, AND 2F OF THIS MANUAL.

Set up and prepare your equipment for operation as per Section 2 of this manual Refer to the following sections:

- 2.D - Hydraulic Connections
- 2.E - Tong Jaw Installation
- 2.F.1 - Tong Rig-up and Leveling (Suspension)
- 2.F.2 - Tong Rig-up and Leveling (Leveling)

Your tong and backup assembly should be properly suspended, connected to a hydraulic power source, and ready to make or break connections at this point.

1. Making A Connection

- a) Ensure hydraulic power supply to the tong is energized. The master link on the chain sling must be used to suspend the tong. Do not suspend the tong from any other point.

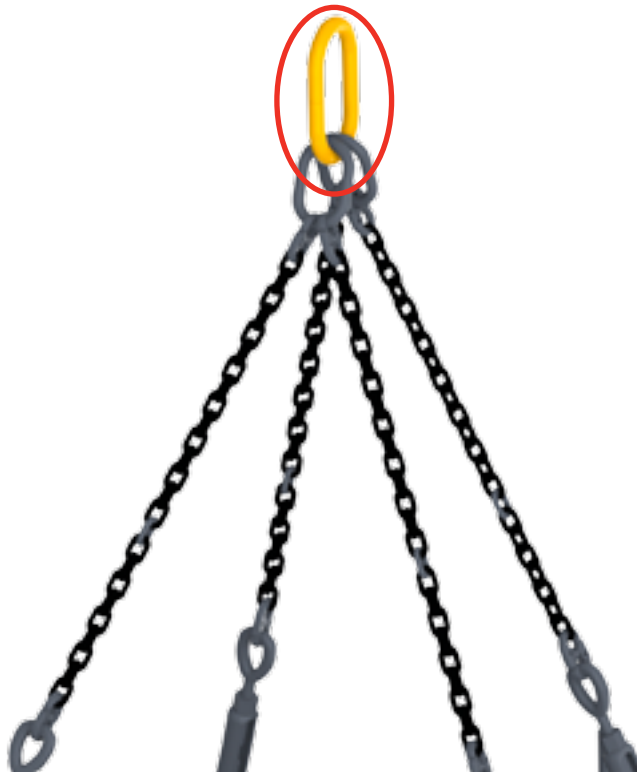


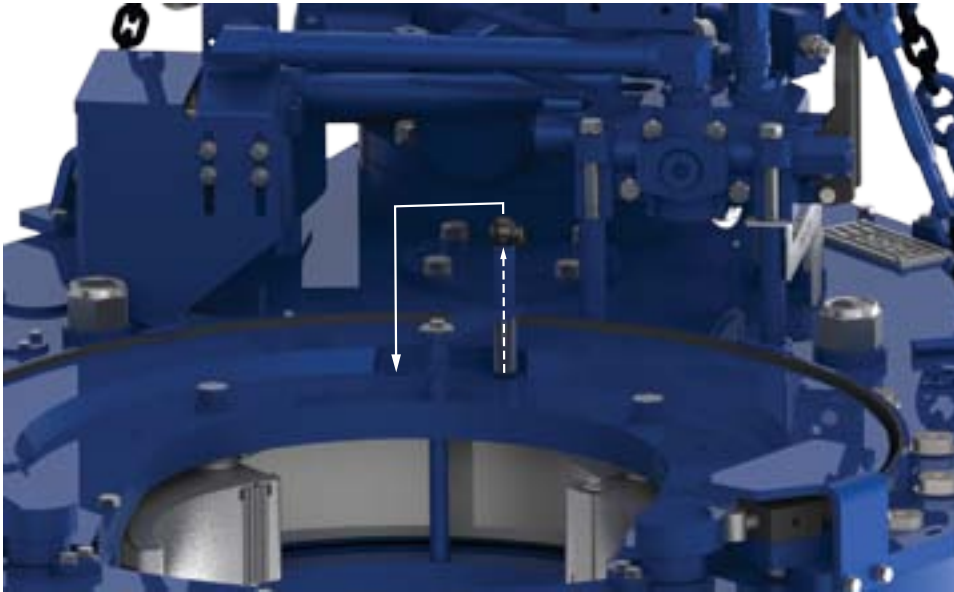
ILLUSTRATION 2.H.1: MASTER LIFTING LINK



THE MASTER LINK MUST BE USED TO SUSPEND THE TONG ASSEMBLY

- b) Ensure the backing pin is in the "makeup" position. From the front of the tong, the backing pin correctly configured for makeup will be in the 10 o'clock position (see Illustration 2.H.2 next page). If it is not, simply lift up and place in the correct position (see Illustration 2 next page). The cage plate opening must be aligned with the door opening when setting the backing pin position.

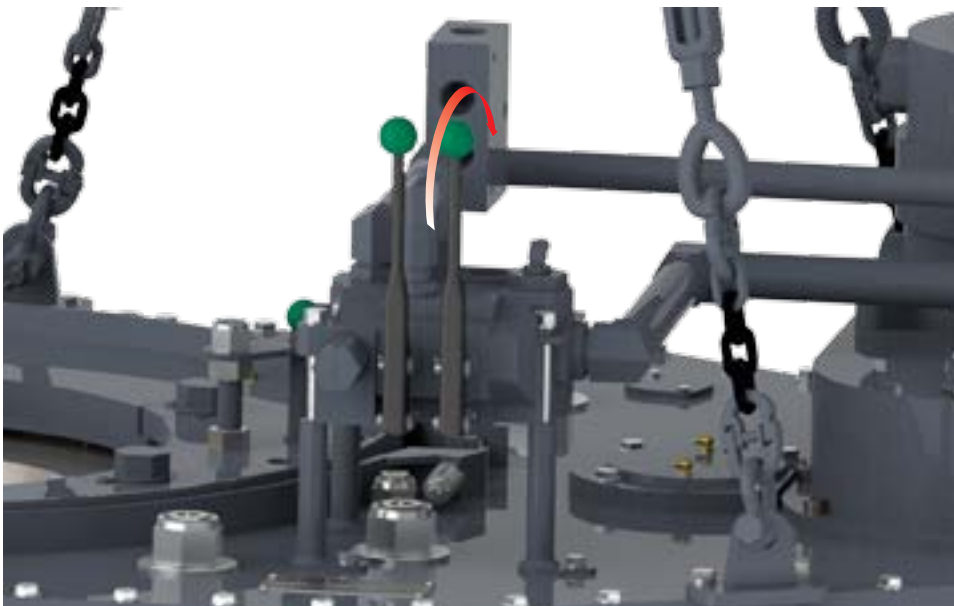
Making A Connection (Continued)

**ILLUSTRATION 2.H.2: SETTING BACKING PIN TO "MAKE-UP" POSITION**

- c) Ensure the load cell and snub line(s) are properly configured for making up connections. The "snub line" is a length of wire rope that connects the rear of the tong body to a sturdy anchor on the drill floor (see Section 2.F.1). The snub line prevents the tong body from spinning in the opposite direction of the cage plate when torque begins to build in the joint. The snub line must be rated for the applied torque plus whatever safety margins stated by your own operating policies. The snub line connection point on the drill floor must be sturdy enough to absorb all applied forces when making up the joints. When making up joints the snub line is attached to the driller's side of the tong, which is the left side of the tong as seen from the rear. For accurate torque measurement the snub line must be perpendicular to the vertical, and perpendicular to the centre-line of the tong.
- d) Actuate the lift cylinder control valve to lift the assembly from the drill floor. Pushing the valve toward the center of the tong will retract the lift cylinder to lift the assembly (see Illustration 2.H.3 below). Note that rig personnel are required to stabilize the tong and backup as it is being lifted so it does not swing and collide with other rig equipment.



RIG PERSONNEL MUST STABILIZE THE TONG AS IT IS LIFTED FROM THE DRILL FLOOR

**ILLUSTRATION 2.H.3: LIFT CYLINDER CONTROL - RAISE**

Making A Connection (Continued)

- e) Grasp the handle on the RH door weldment and pull to open the door. After the RH door is open grasp the handle on the LH door weldment and swing open. Since your equipment is equipped with safety doors, opening the door will inhibit rotation of the cage plate.

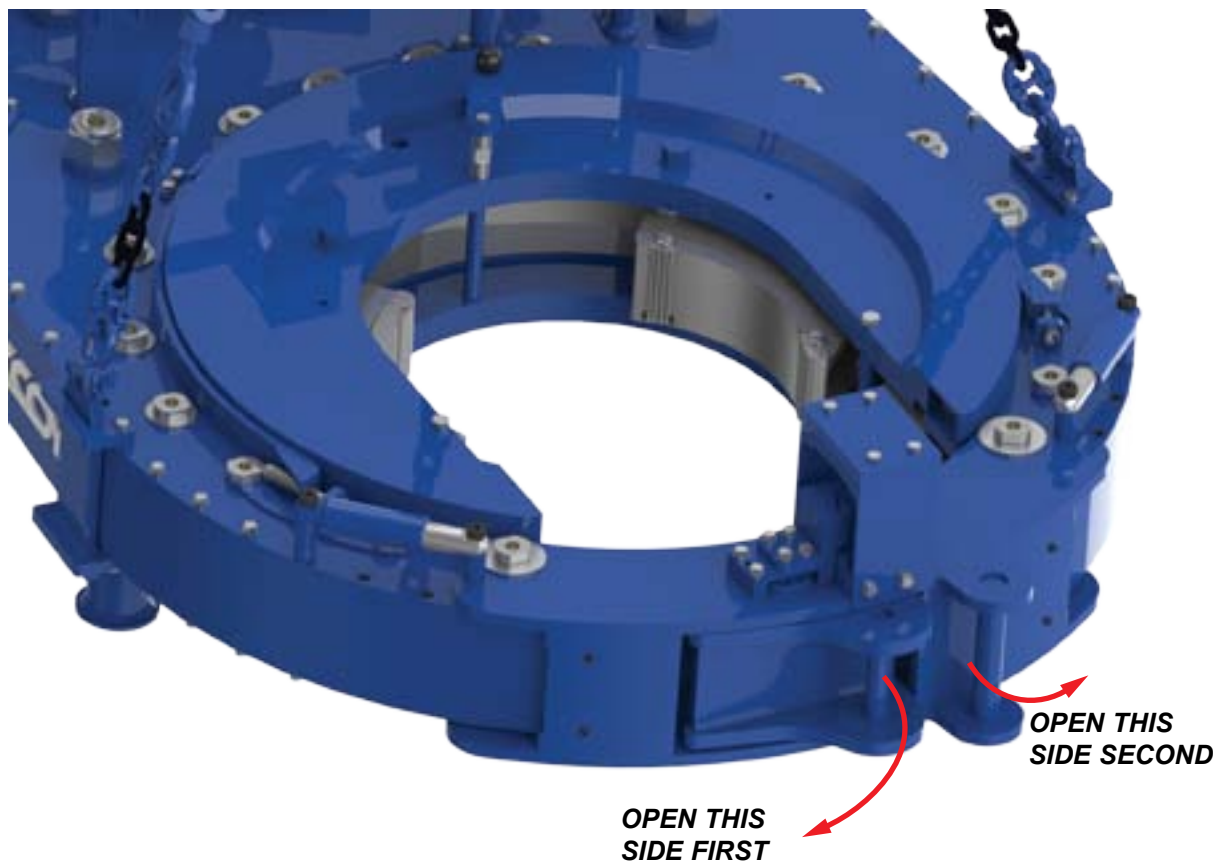


ILLUSTRATION 2.H.4: OPENING TONG DOORS

- f) Manually engage the threads of the tubing connection being made up. Ensure threads are not cross-threaded.
- g) Move the tong on to the tubing joint. Use the lift cylinder to ensure the tong jaws are at the correct location above the connection joint.
- h) Firmly close the LH tong door, followed by the RH tong door.
- i) Ensure tubing is roughly centered within the tong jaws - rig personnel are required to stabilize the tong above the connection until the jaws have been cammed on to the pipe or casing.
- j) Begin rotation with the tong in high gear (high speed/low torque). See Section G.3 to properly set the tong to high gear. Do not shift gears while the tong is rotating.



SHIFTING TONG WHILE ROTATING THE MOTOR AND CAGE PLATE MAY RESULT IN CATASTROPHIC GEAR TRAIN FAILURE

Making A Connection (Continued)

- k) Push the motor control valve toward the tong to rotate the cage plate in the make-up direction.

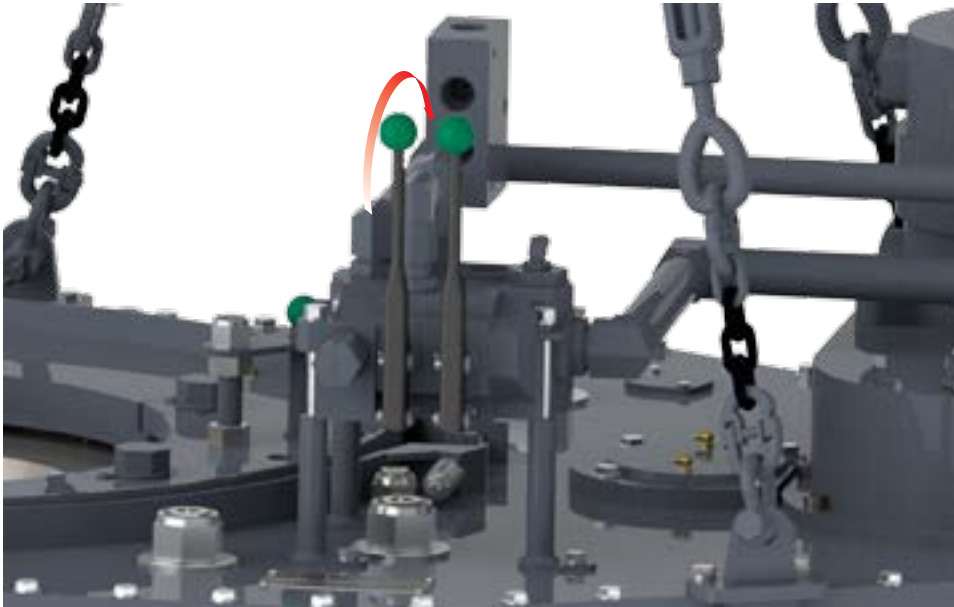


ILLUSTRATION 2.H.5: MOTOR CONTROL - MAKE-UP

- l) When the tong jaws cam on to the tubing push the rotation control handle all the way in to thread the connection together at high speed. As the joint becomes fully made up the increasing torque demand will stall the motor, and displayed torque will increase.
- m) Stop rotation, and set motor to low speed and shift to low gear (low speed/high torque). See Section 2.G.3 for instructions for shifting to low gear. This will enable the tong to produce adequate torque for making up the joint to specification.
- n) Push the rotation control handle all the way in to complete the connection at low speed/high torque. Observe the torque gauge - when the specified make-up torque is reached stop rotation. Reverse the rotation control valve to release the tong jaws from the tubing (see Illustration 2.H.6).

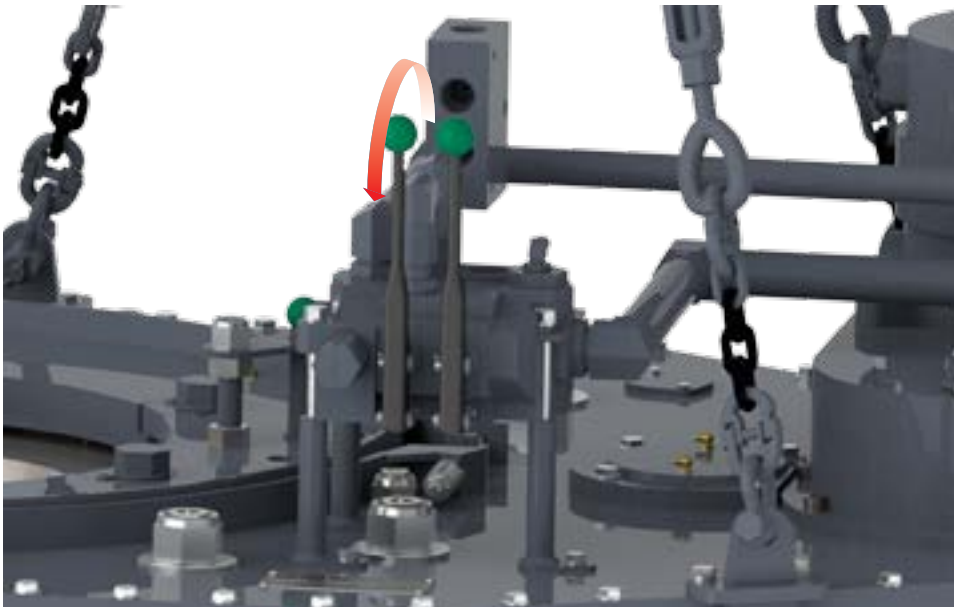


ILLUSTRATION 2.H.6: MOTOR CONTROL - RELEASING JAWS

Making A Connection (Continued)

- o) When tong jaws are free, align the opening in the rotary gear with the mouth of the tong, and open the tong doors to free the tong from the drill string. Note that rig personnel may be required to stabilize the tong as it completely releases from the drill string. Guide the tong away from the string and use the lift cylinder control to lower it to the drill floor if desired.

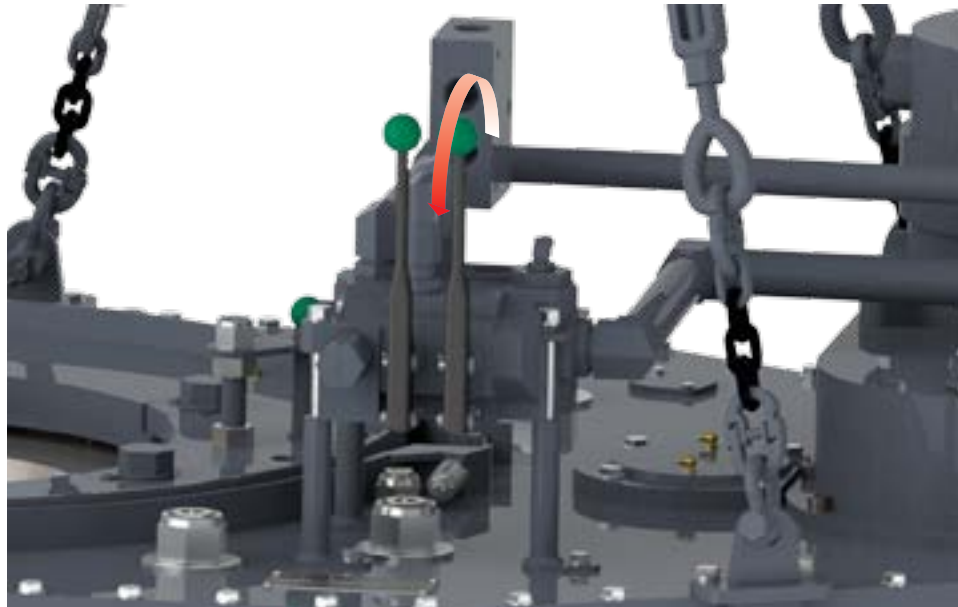


ILLUSTRATION 2.H.7: LIFT CYLINDER CONTROL - LOWER

- p) Repeat steps "f" through "o" until the desired number of connections are made up.

2. Breaking A Connection



YOUR TONG SHOULD BE PROPERLY SUSPENDED, CONNECTED TO A HYDRAULIC POWER SOURCE, AND READY TO BREAK CONNECTIONS.

- a) Ensure hydraulic power supply to the tong and backup is energized. The master link on the rigid sling must be used to suspend the tong. Do not suspend the tong from any other point. See Illustration 2.H.1.
- b) Set the backing pin for "breakout" operation. Lift up on the backing pin and rotate it to the "breakout" position, which is 2 o'clock as seen from the front of the tong. The opening in the rotary gear must be aligned with the tong door opening in order to properly set the backing pin (see Illustration 2.H.8).

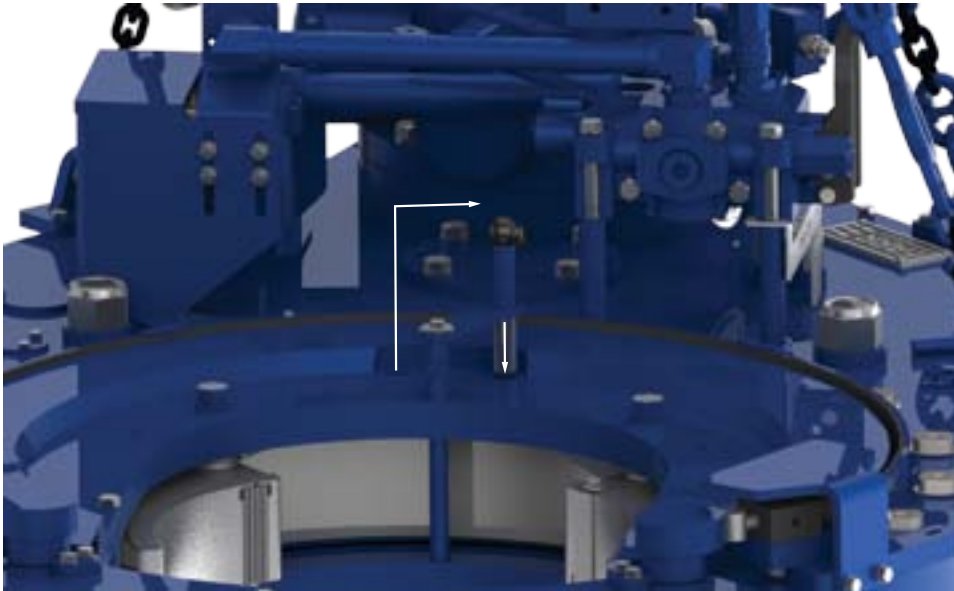


ILLUSTRATION 2.H.8: SETTING BACKING PIN TO "BREAK-OUT" POSITION

- c) Ensure the load cell and snub line are configured for break-out operation. The load cell must be transferred to the off-driller's side (the right hand side as seen from the rear of the tong), and the snub line must be transferred to the driller's side to perform break-out operations.
- d) Open the tong doors (see Illustration 2.H.4).
- e) Actuate the lift cylinder control valve to lift the assembly from the drill floor if necessary. Pushing the valve toward the center of the tong will retract the lift cylinder to lift the assembly (see illustration 2.H.3). Note that rig personnel are required to stabilize the tong and backup as it is being lifted so it does not swing and collide with other rig equipment.



RIG PERSONNEL MUST STABILIZE THE TONG AS IT IS LIFTED FROM THE DRILL FLOOR

- f) Move the tong on to the tubing joint. Use the lift cylinder to ensure the tong jaws are at the correct location above the connection joint.
- g) Firmly close the tong door against the latch post.
- h) Ensure tubing is roughly centered within the tong jaws - rig personnel are required to stabilize the tong above the connection until the jaws have been cammed on to the pipe or casing.
- i) Breakout torque is only available when tong is in low gear. See Section 2.G.3 for instructions on shifting your tong to low gear. Do not shift gears while the tong is rotating.



SHIFTING TONG WHILE ROTATING THE MOTOR AND CAGE PLATE MAY RESULT IN CATASTROPHIC GEAR TRAIN FAILURE

Breaking A Connection (Continued)

- j) Pull the motor control valve toward the operator to rotate the cage plate in the break-out direction.

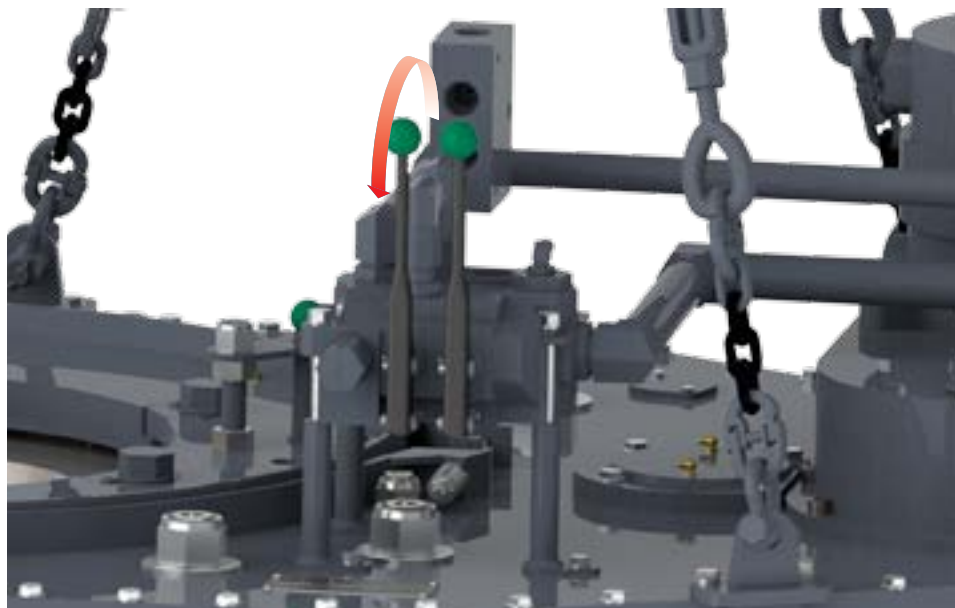


ILLUSTRATION 2.H.9: ROTATION CONTROL - BREAK-OUT

- l) When the tong jaws cam on to the tubing pull the rotation control handle all the way out to break the connection.
- m) When the connection breaks stop rotation and shift to high gear (see Section 2.G.3 to shift to high gear). This will enable the tong to completely un-thread the connection at high speed.
- n) Pull the rotation control handle all the way out to completely un-thread the connection. Reverse the rotation control handle (push toward tong) to release the tong jaws from the tubing (see Illustration 2.H.10).

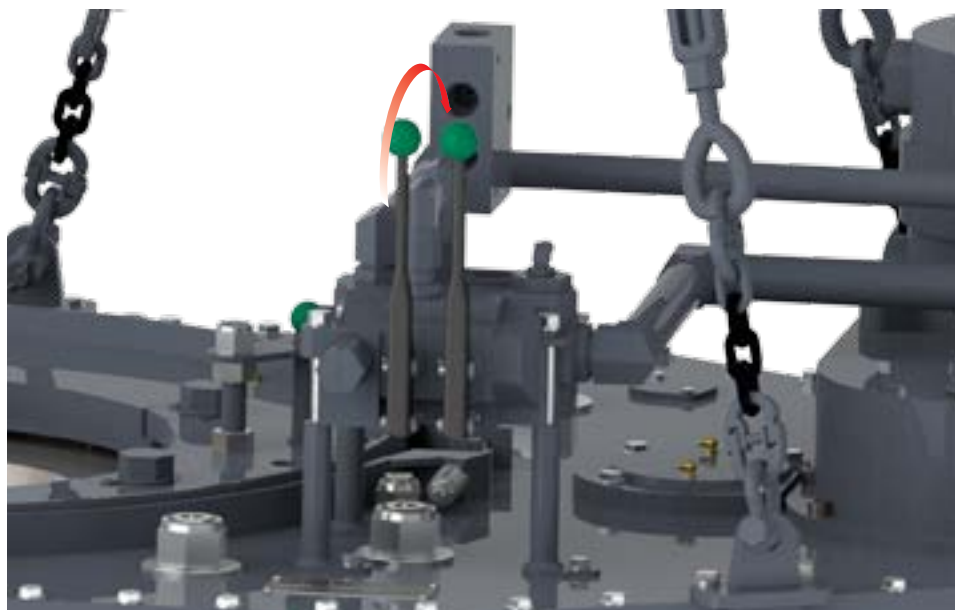
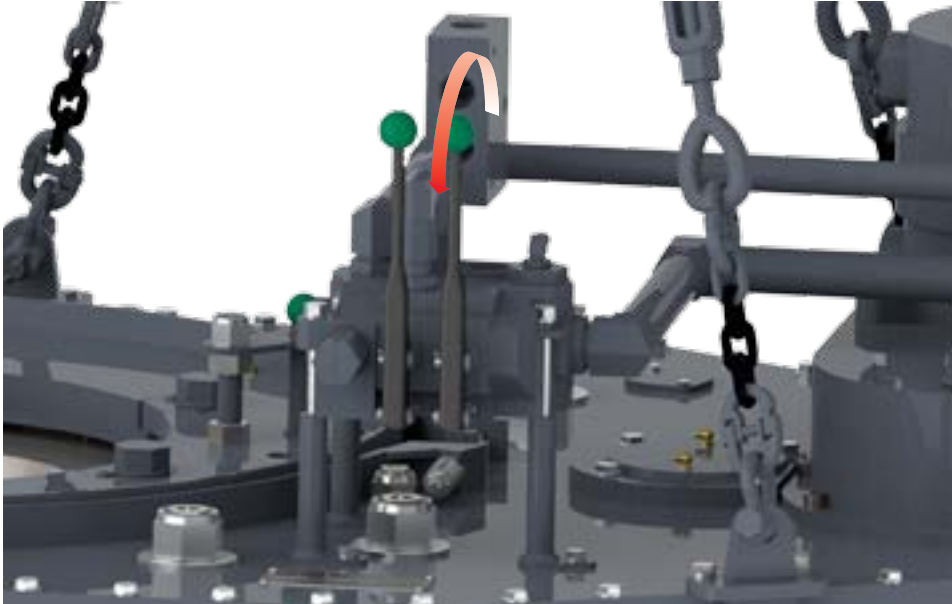


ILLUSTRATION 2.H.10: RELEASING TONG JAWS FOLLOWING BREAK-OUT & UN-THREADING

Breaking A Connection (Continued)

- o) When the tong jaws disengage align the opening in the rotary gear with the mouth of the tong, and open the tong door to free the tong from the drill string. Unlatch and open the tong door to free the assembly from the tubing. Note that rig personnel may be required to stabilize the equipment as it completely releases from the tubing. Guide the assembly away from the string and use the lift cylinder control to lower it to the drill floor if desired.

**ILLUSTRATION 2.H.11: LOWERING TONG USING LIFT CYLINDER CONTROL**

- p) Use your rig's standard pipe handling procedures to remove and rack the freed tubing stand.
- q) Repeat steps "e" through "p" as many times as necessary to break out and un-thread the desired number of connections.

H. EXTREME COLD WEATHER OPERATION PROCEDURES

- 1) Consult the power unit engine operator's manual for all cold weather operating procedures and precautions.
- 2) Select gear and bearing lubricants that are compatible with expected climatic conditions.
- 3) Select hydraulic fluid that is compatible with expected climatic conditions.
- 4) Allow hydraulic fluid to circulate for approximately 20 minutes after starting the power unit, prior to activating the bypass valve to allow fluid to circulate to tong. If the power unit is equipped with an oil temperature gauge, ensure that the fluid has reached operating temperature as specified by hydraulic fluid data sheet.
- 5) Allow for adequate drying of moisture (prior to lubricating) when cleaning tong parts in cold weather.

McCoy Completions & Drilling recognizes that minor on-site repairs and modifications are required to maintain peak operating condition of your equipment, or to match your equipment with the operating environment. Examples of minor repairs are

- replacement of damaged hydraulic hoses and fittings.
- replacement of malfunctioning pressure gauges and valves.
- replacement of door cylinders
- replacement of fasteners

Any replaced component must be an identical component supplied by McCoy Completions & Drilling. Replaced fasteners must be Grade 8 or equivalent, or whatever fastener is specified by McCoy.

A. GENERAL MAINTENANCE SAFETY PRACTICES

The practices identified here are intended as a guideline. All personnel are responsible for performing their tasks in a manner that ensures worker, equipment, and environmental safety, and may require taking additional steps that are not identified in this section.

Equipment maintenance shall be performed only by designated qualified maintenance personnel. Wear approved eye wear and footwear, and follow all of your company's safety guidelines. Do not begin a maintenance task without the proper tools or materials on hand, or the proper drawings and documentation necessary.

Schedule planned maintenance with operators to avoid conflicts, unnecessary downtime, and the danger of accidental equipment activation. Notify operations when maintenance procedures are complete and equipment functionality is restored.

Isolate the location of the maintenance under way to prevent unaware personnel from inadvertently exposing themselves to a hazard. Use tape, rope, or signage to clearly indicate "off-limits" area.

Replacement of large, heavy individual parts and/or heavy structural components must be performed using an approved lifting device of sufficient lifting capacity. Use care when attaching the lifting device, and safeguard area to avoid endangering personnel or equipment.

All spare parts must meet or exceed OEM specifications in order to maintain equipment integrity, especially protective equipment

McCoy recommends that disconnection of hydraulic connectors be performed with the power unit off and the hydraulic circuit depressurized.

Your equipment uses materials that may be harmful to the environment if improperly disposed of (hydraulic fluid, grease, etc.). Dispose of all materials according to your company's proscribed environmental protection regulations.

B. CLEANING

Clean tong thoroughly cleaned with a good petroleum-based cleaning agent after each job, prior to storage. Farr recommends that the motor and valve assembly be periodically removed, along with the top tong plate, so that guides, rollers and gears can be properly cleaned. Ensure that cleaning solvents and chemicals are captured to prevent environmental contamination, and dispose of all materials according to your company's proscribed environmental protection regulations.

C. PREVENTIVE MAINTENANCE

Regular maintenance programs are necessary, and must be established to assure safe, dependable operation of your Hydraulic Tubular Connection System and to avoid costly breakdown maintenance. The following maintenance procedures provide information required to properly maintain your equipment. Your equipment may require more, or less maintenance depending upon the frequency of use and the field conditions under which your equipment operates. McCoy has also provided recommended maintenance checklists. The intervals in the maintenance checklists are designed for equipment operating at 10°C to 35°C ambient temperature for 10 hours per day. McCoy recommends that the inspection and maintenance procedures in this section be performed as recommended in the maintenance checklists, or in conjunction with your maintenance foreman's experience and best estimate of when your equipment is due for this maintenance.

Purchased components included with your hydraulic tubular connection equipment (for example: motors, valves, etc.) may specify maintenance tasks and intervals over and above what McCoy recommends as part of their recommended procedures. Users of this equipment may choose to perform or ignore these additional tasks at their discretion.

Premature fouling of particulate filters within your prime mover or ancillary hydraulic power unit requires immediate hydraulic fluid laboratory analysis to prevent premature wear of hydraulic system due to high levels of wear metals in the fluid.

McCoy Completions & Drilling recommends tracking all maintenance activity including the lubrication schedule. This may be a simple as keeping a paper log, or using a software-based maintenance tracking utility. A maintenance log is a valuable tool that can be used for easily retrieving maintenance history or identifying trends that require correction.

D. LUBRICATION

Use a quality multipurpose bearing lubricant that will remain within its viscosity range at expected operating temperatures. In addition, Farr recommends the following lubrication procedure at the completion of each job prior to storage.

1. Cage Plate Guide / Support Rings

Lubricate the guide / support rings through the grease fittings in the top and bottom cage plates (16 locations total).

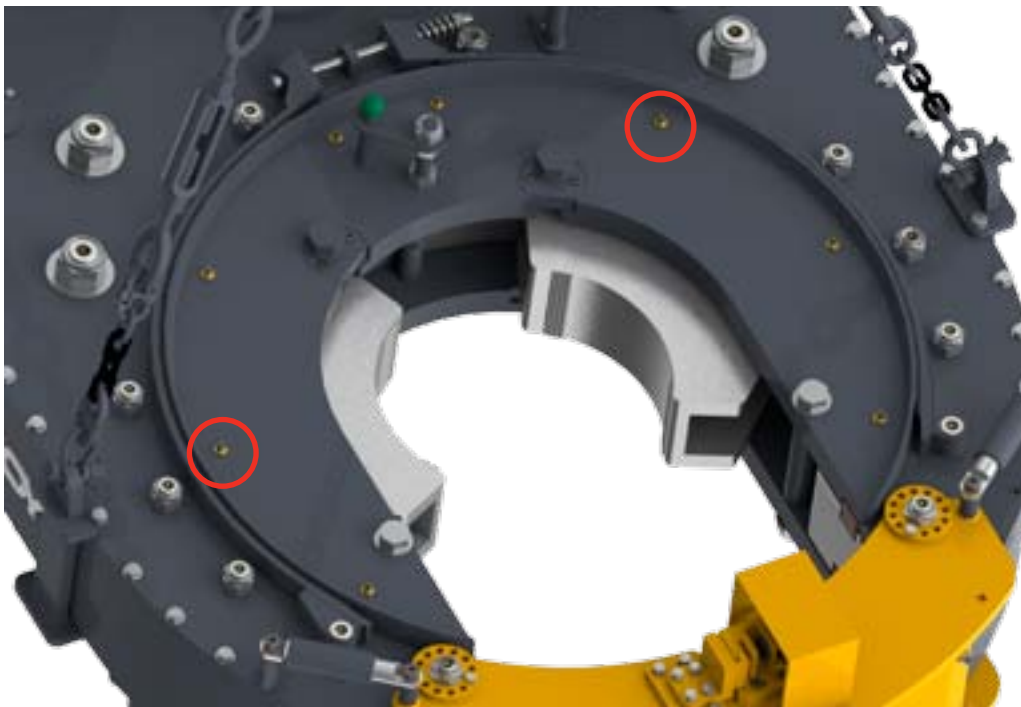


ILLUSTRATION 3.D.1: GUIDE / SUPPORT RING LUBRICATION

2. Support Roller Bearings

Supply grease to these bearings through the grease fittings in the top ends of the support roller shafts and door pivot roller shafts, located around the perimeter of the cage plate on the top of the tong (12 locations top, 12 locations bottom).



ILLUSTRATION 3.D.2: SUPPORT ROLLER LUBRICATION

3. Rotary Idler Bearings

Apply grease to these bearings through the grease fittings in the top ends of the rotary idler shafts located on the left and right sides of the tong (4 locations total).



ILLUSTRATION 3.D.3: ROTARY IDLER LUBRICATION

4. Pinion Idler Bearings

Apply grease to these bearings through the grease fittings in the ends of the idler half shafts, located on the bottom face of the tong (2 locations total).



ILLUSTRATION 3.D.4: PINION IDLER LUBRICATION

5. Pinion Bearings

Apply grease to these bearings through the grease fittings in the pinion bearing caps located on the top of the tong directly beneath the valve bank, and on bottom of the tong in the center of the stiffener plate (total of four locations).

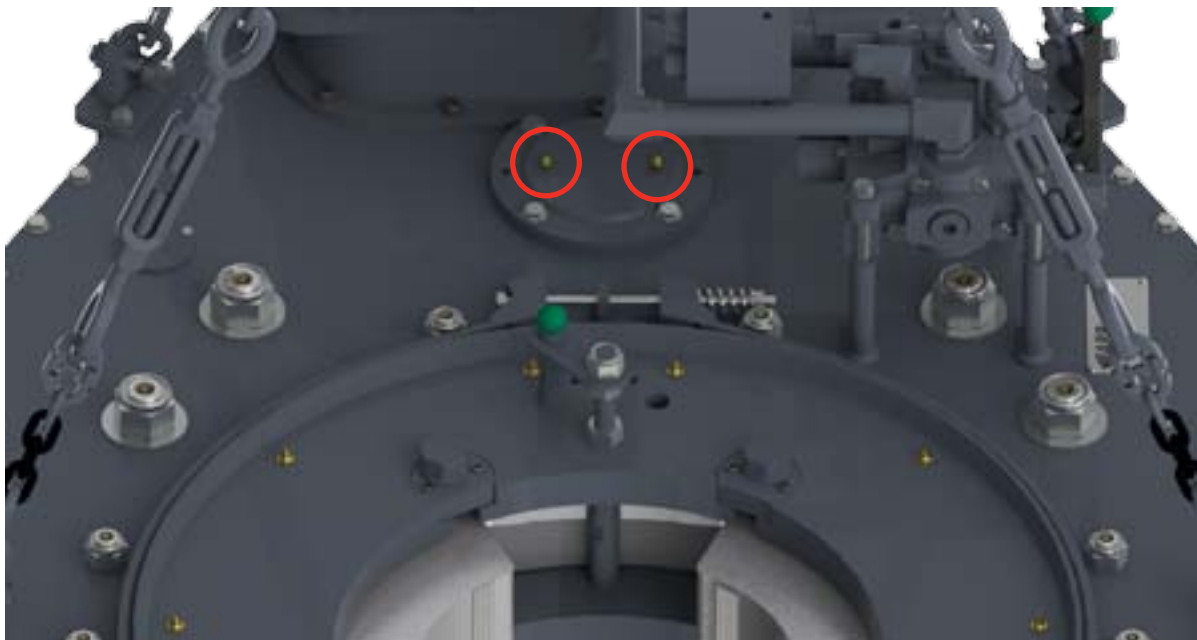


ILLUSTRATION 3.D.5: PINION LUBRICATION (TOP PLATE)

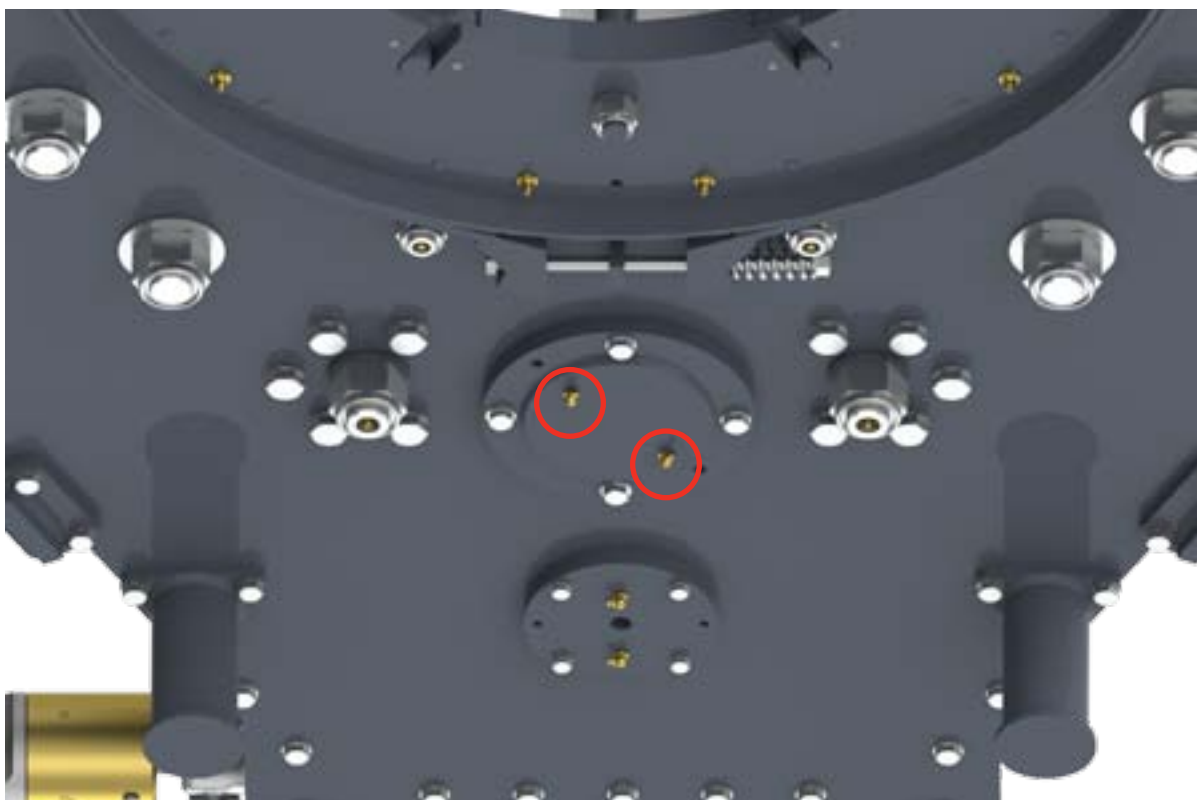


ILLUSTRATION 3.D.6: PINION LUBRICATION (BOTTOM PLATE)

6. Clutch Shaft

Apply grease to these bearings through the two grease fittings in the clutch bearing cap, and the single grease fitting in the end of the clutch shaft, located beneath the removable brass dust cap in the centre of the bearing cap.



ILLUSTRATION 3.D.7: CLUTCH LUBRICATION

7. Shifting Shaft

Apply grease to the shifting shaft and shifting shaft bushings, which may be accessed through the cover plate on the side of the tong.

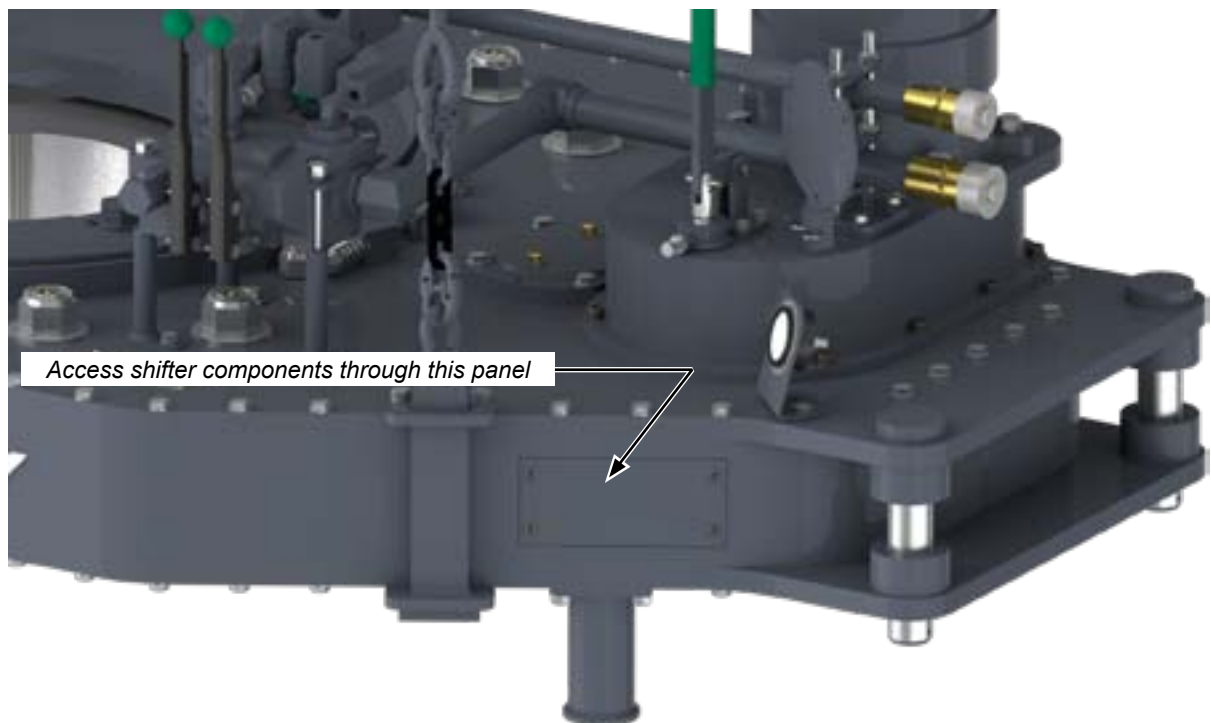


ILLUSTRATION 3.D.8: SHIFTER SHAFT LUBRICATION

8. Motor Mount Housing

Apply grease to the gears in this housing through the two grease fittings on the bearing cap on top of the motor mount, in the area indicated by the red circle.

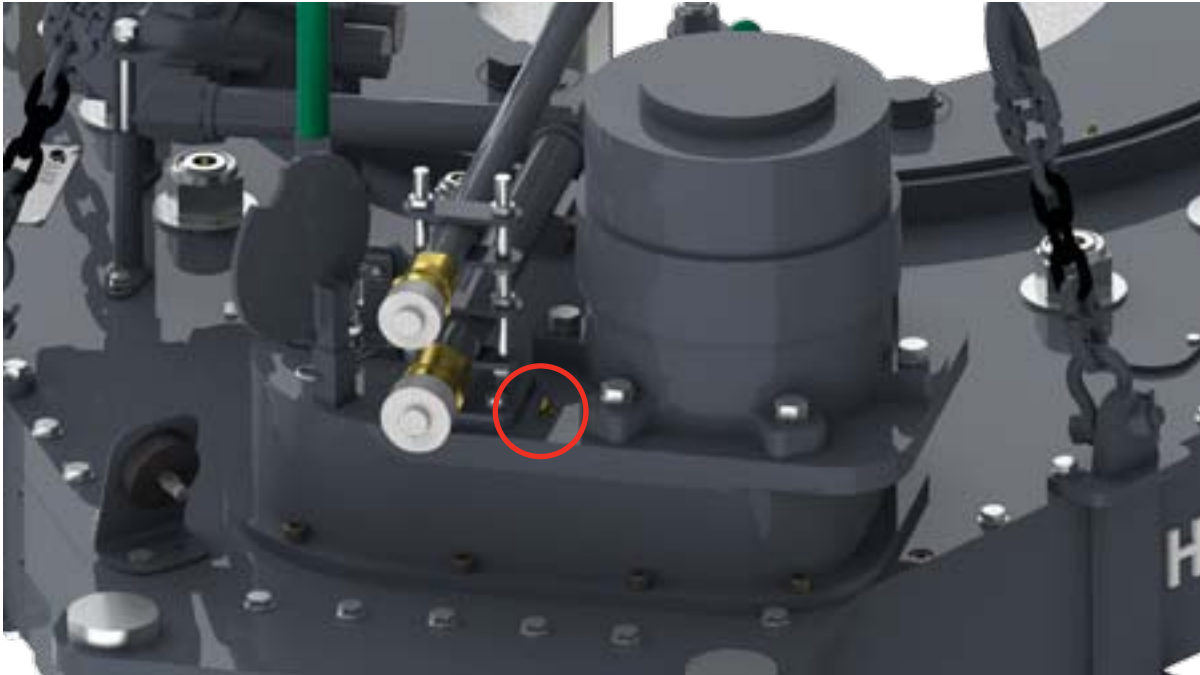


ILLUSTRATION 3.D.9: MOTOR MOUNT LUBRICATION

9. Tong Door Adjustment Cam Lubrication

Apply grease to the door adjustment cams through the grease fittings mounted in the ends of the adjustment cam shafts on the top and bottoms of the door weldments (four locations total).

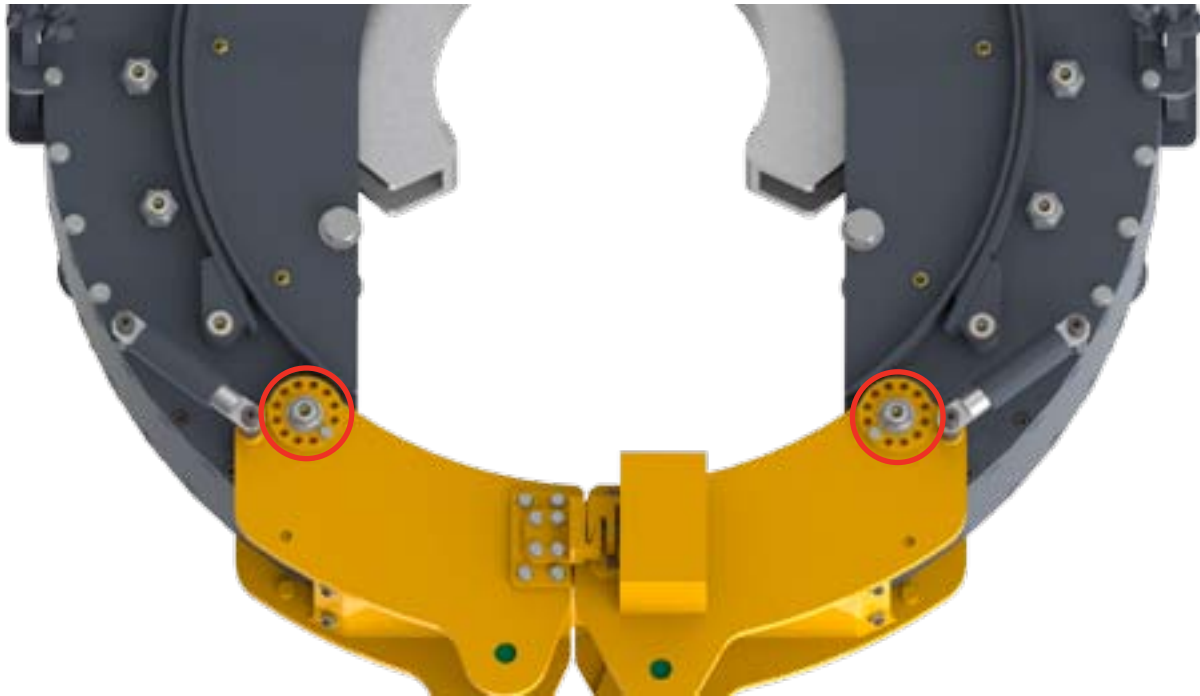


ILLUSTRATION 3.D.10: DOOR ADJUSTMENT CAM LUBRICATION

10. Door Stop Spring Cylinder

Periodically disassemble the door stop cylinders and coat the spring and cylinder with a general purpose lubricating oil.

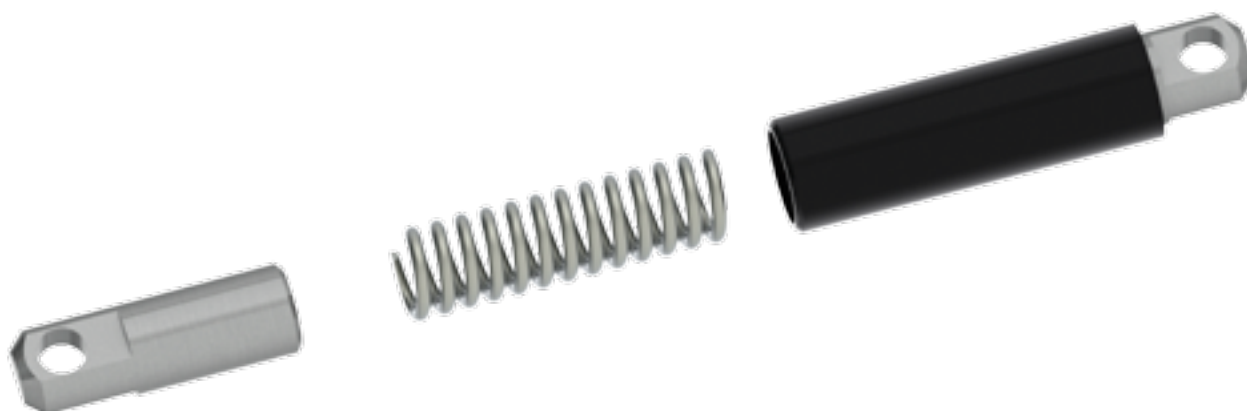


ILLUSTRATION 3.D.11: DOOR SPRING CYLINDER

E. ADJUSTMENTS

1. Brake Band Adjustment

The brake bands must be periodically adjusted to continue to provide smooth and efficient jaw cam action. If the cage plate turns with the rotary gear, the jaws will not cam properly and, therefore, will not bite on the tubing or casing. Tightening the brake band against the cage plates will increase frictional resistance, allowing jaws to cam properly and grip the casing. Adjust the brake band using the adjustment nut and bolt set as shown in the illustration below. Do not over-tighten, as this causes excessive wear to the brake bands. Note that the top and bottom brake bands must be adjusted simultaneously and equally.

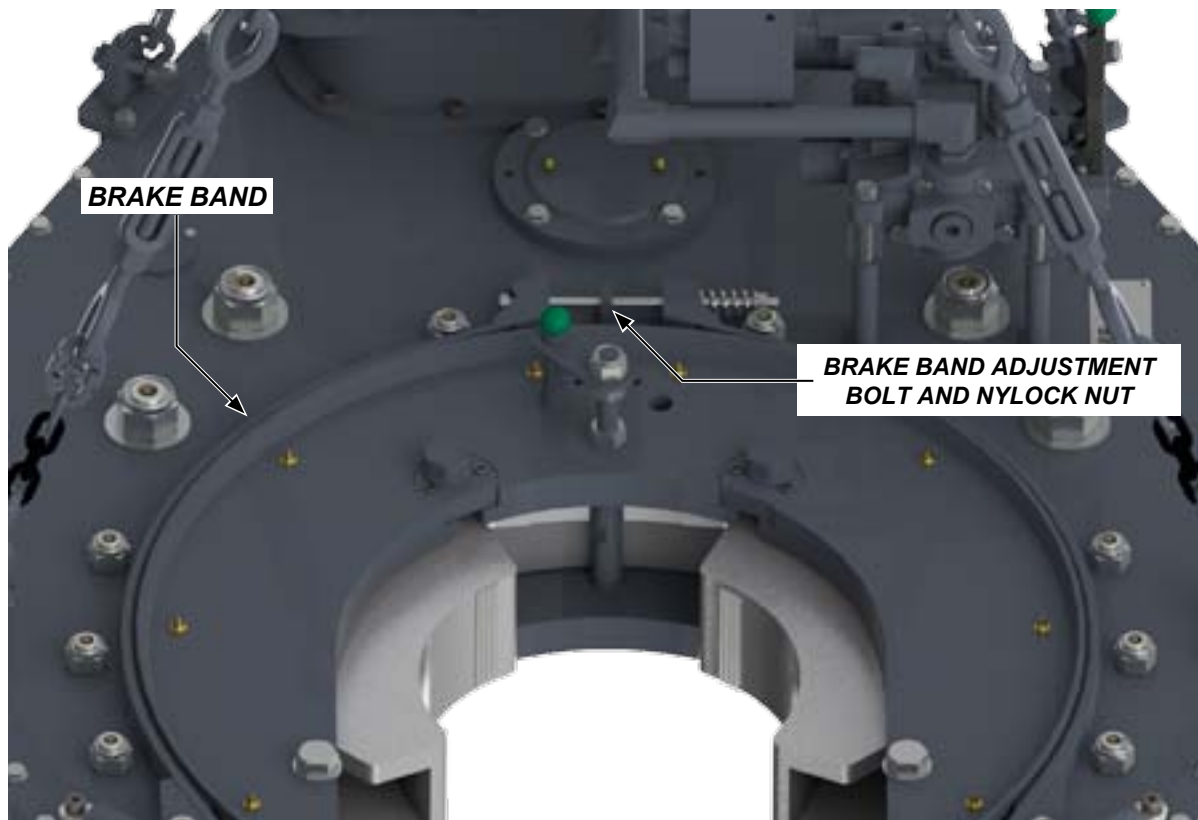


ILLUSTRATION 3.E.1: BRAKE BAND ADJUSTMENT



TOP AND BOTTOM BRAKE BANDS MUST BE ADJUSTED EQUALLY AND SIMULTANEOUSLY

2. Lateral Door Adjustment:



THE DOOR IS AN IMPORTANT PART OF THE STRUCTURAL INTEGRITY OF THE TONG. IT IS IMPERATIVE TO KEEP A SECURE FIT AT THE DOOR IN ORDER TO MAINTAIN PROPER GEAR ALIGNMENT, AND TO MINIMIZE THE POSSIBILITY OF DAMAGE TO THE GEAR TRAIN WHEN OPERATING THE TONG AT SPECIFIED TORQUE. A CLOSED DOOR ALSO ENSURES SAFETY OF OPERATING PERSONNEL.

If the double doors develop a space where they meet when the doors are closed, the doors may be adjusted laterally by turning one, or both, of the cam bushings. Remove the 3/8" bolts securing the cam bushings, and loosen the 1" nylock support roller nuts just enough to allow the bushing to turn. Adjust doors so that they open and close smoothly, and the RH door and LH door come into slight and even when closed. **ADJUST UPPER AND LOWER BUSHINGS ON THE SAME DOOR SIMULTANEOUSLY AND EQUALLY.** Note that once the adjustment is finished the 3/8" bolt needs to be replaced, securing the door cam bushing. Do not neglect to re-tighten the nylock nut on the support roller, but do not overtighten as this may cause the door to bind (see illustration 3.E.2).



ADJUST UPPER AND LOWER DOOR LATCH CAMS SIMULTANEOUSLY - ROTATE BOTH LATCH CAMS THE SAME AMOUNT IN THE SAME DIRECTION.

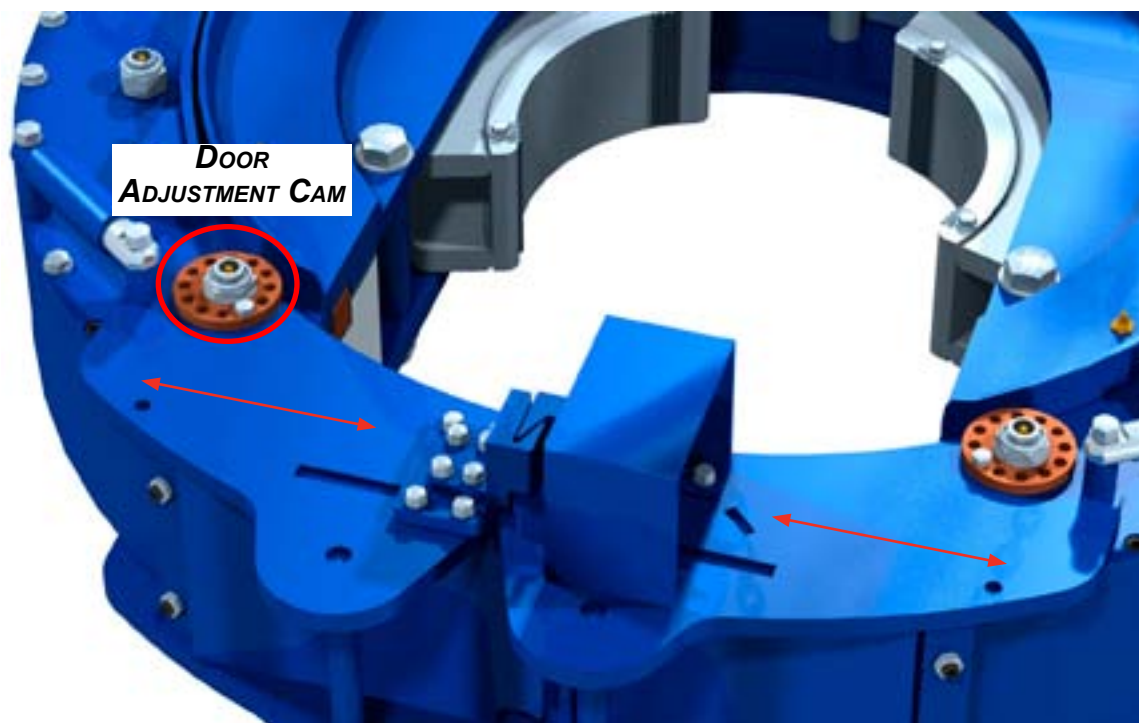


ILLUSTRATION 3.E.2: LATERAL DOOR ADJUSTMENT

3. Door Alignment

Each door weldment is equipped with two set screws, along with jam nuts to lock position, to align the door when it is in the closed position.

INITIAL ALIGNMENT

Ensure tong doors are closed, and inspect how one door aligns with the other at the point at which they meet. If misalignment is seen, choose one or the other door to adjust. Use a box-end wrench to loosen the lock nuts on the insides of the door weldment - the nuts may be accessed from the side of the door weldment. Use a hex key to turn the hex head set screws either clockwise or counter-clockwise to adjust the door. Note that the top and bottom of the door weldment may not need to be adjusted equally - each set screw should be adjusted independently until the doors are aligned.

FINAL ALIGNMENT

Rotate the cage plate, and stop it when the inside circumference of the door is completely covered. Perform three measurements (see illustration 3.E.3):

- 1) From the insides of the outer edge of each door weldment to the cage plate (2 measurements total).
- 2) From the exact centre point (where the two doors meet) to the cage plate.

Door Alignment (continued):

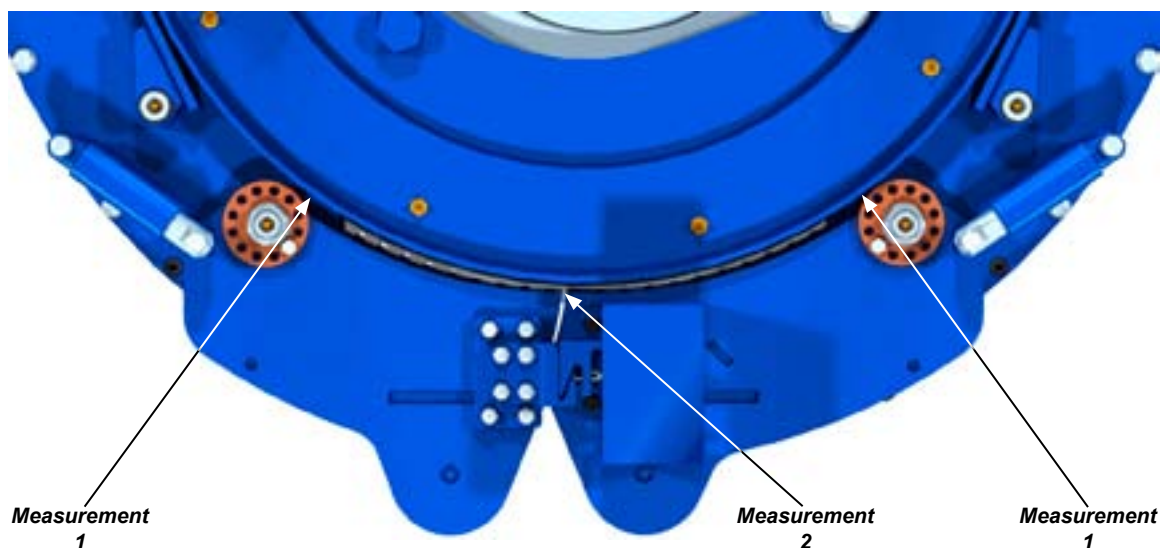


ILLUSTRATION 3.E.3: DOOR ALIGNMENT

The three measurements should be equal. If the centre measurement is less than the two outside measurements, loosen all locking nuts on the set screws, and turn all four set screws **EQUALLY** clockwise, until the centre measurement is equal to the two outer measurements. If the centre measurement is more than the two outside measurements, loosen all locking nuts on the set screws, and turn all four set screws **EQUALLY** counter-clockwise, until the centre measurement is equal to the two outer measurements. Ensure that the locking nuts are tightened when this procedure is complete.

4. Shifter Detent Force Adjustment:

Over time wear to the shifting shaft, wear to the detent ball, and loss of spring tension in the detent spring may result in a loose or "sloppy" fit within the top shifter bushing. The detent pressure may be increased or otherwise adjusted by loosening the 7/16" UNF locking jam nut, and turning the 7/16" UNF detent bolt. Should adequate detent action not be achieved, the shifting shaft, detent ball, or detent spring (or possibly all three) may need to be replaced (see Pp. 5.16 - 5.17).



ILLUSTRATION 3.E.4: SHIFTER DETENT FORCE ADJUSTMENT

5. Safety Door Switch Adjustment

The safety door switch should interrupt hydraulic power to the motor when the tong door is opened, or even slightly ajar. This is a critical safety system, and proper adjustment is necessary to maintain the intended function. If the rotary gear does not stop immediately and completely stop rotating when the door is opened, remove the tong from service and perform the following adjustments:



PERFORM LATERAL DOOR ADJUSTMENT AND DOOR ALIGNMENT PROCEDURES BEFORE ATTEMPTING SAFETY DOOR SWITCH ALIGNMENT.

- a. Close the doors. Ensure the two safety door "claws" are seated firmly together. Tap the bottom mounting plate one way or the other until the shoulder bolts installed in Step 7 are in the centre of the traveling slots in the floating plate.

Loosen four 3/8" bolts on the adjustment plate.

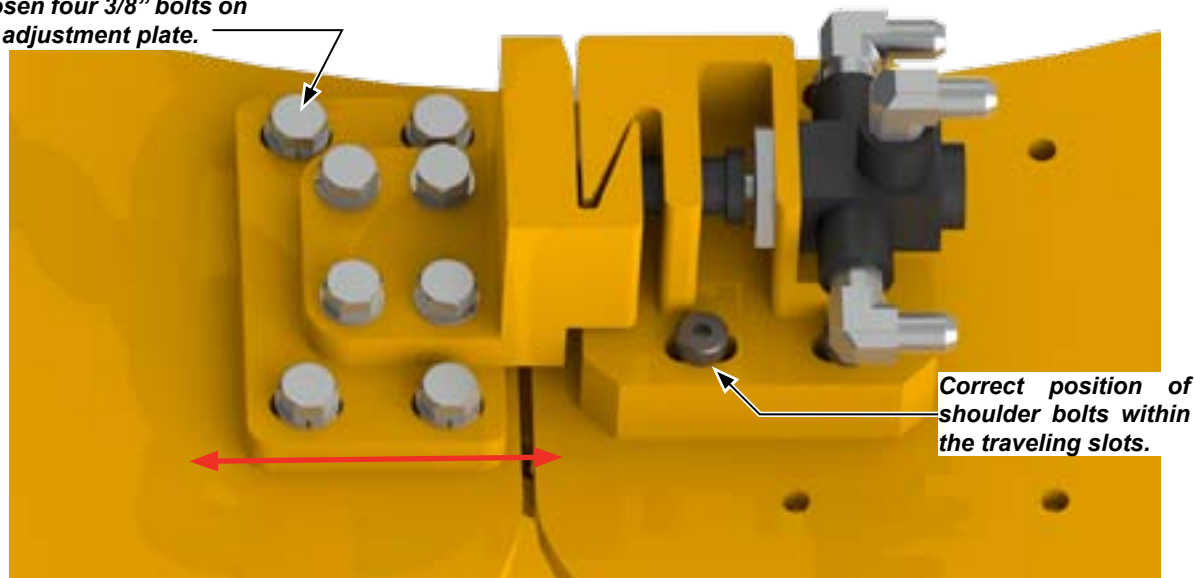


ILLUSTRATION 3.E.5: SAFETY DOOR SWITCH ADJUSTMENT 01

- b. Mark the position of the mounting plate on the door weldment in the event it moves before it can be secured permanently.
- c. Remove the four shoulder bolts to remove the safety door switch and the floating plate. Use caution to avoid moving the mounting base during the float plate removal.
- d. Ensure the mounting base has not changed position on the top plate of the door weldment. Temporarily tighten two socket head cap screws on opposite sides of the mounting base. Remove the other two socket head cap screws, coat the threads with blue Loctite™, reinstall, and tighten (refer to appropriate charts for correct tightening torque). Repeat for the remaining two socket head cap screws.
- e. Coat the threads of the four shoulder bolts used to secure the floating switch plate with blue Loctite™. Install the floating plate and tighten the shoulder bolts. Ensure the floating moves freely on the mounting base following installation.
- f. Open the RH door. Slide the floating plate to one extreme, then slowly close the RH door. Observe the safety door claw on the floating plate to ensure it will still engage correctly with the fixed claw on the RH door. Open the RH door and slide the floating plate to the other extreme. Slowly close the RH door and ensure the claw on the floating plate still engages correctly with the fixed claw on the RH door.

Safety Door Switch Adjustment (continued):



Incorrect engagement at one floating plate extreme position (switch impacts and binds on fixed safety door components)



Incorrect engagement at second floating plate extreme position (claws do not engage).

ILLUSTRATION 3.E.6: SAFETY DOOR SWITCH ADJUSTMENT 02

- g. Connect hydraulic power to the tong.
- h. Ensure the door is closed and all personnel are clear. Begin rotating the cage plate. Open the tong door - the cage plate should immediately and completely stop.
- i. Release all controls, and close the tong door again. Ensure the cage plate rotates with the door closed.
- j. If cage plate continues to rotate with the door open, re-adjustment of the safety door switch is necessary. If safety door function can not be reliably restored within the adjustment range of the safety door switch, contact McCoy Drilling & Completions | Farr for technical assistance.



NEVER OPERATE YOUR HYDRAULIC POWER TONG WITH A MALFUNCTIONING OR NON-OPERATIONAL SAFETY DOOR SYSTEM.

F. RECOMMENDED PERIODIC CHECKS

1. Door Stop Spring

The spring inside the actuator cylinder must be of sufficient strength to enable the door latch mechanism to snap closed properly, and to hold the door in the open position when opened. Door stop spring fatigue will result in sluggish latch operation. Replace the latch spring inside the cylinder when this occurs.

2. Backing Pin

Perform a visual inspection of the backing pin after each job. Replace the pin if stress cracks or excessive wear is found, or if either pin is bent.

3. Shifting Shaft

The shifting yoke is secured to the shifting shaft by one hex jam nut above the shifting yoke, and one locknut on the bottom of the yoke. Check these nuts after each job. Do this by removing the clutch inspection plate and ensuring a snug fit prior to lubrication.

4. Torque Gauge Assembly

Periodic calibration of the torque gauge is recommended to assure accurate torque readings. When having the torque gauge serviced and calibrated, it is critical to note the arm length of the tong, as indicated in the "Specifications" section. Farr recommends that the torque gauge assembly be calibrated yearly. Periodically check to ensure the load cell is filled with oil (see Section 6).

G. OVERHAUL PROCEDURES

The tong may be overhauled following the disassembly instructions in the following procedure. Remove the top plate to access the gear train for the purpose of maintenance and overhaul by following the procedure in this section.



ALL MAINTENANCE AND OVERHAUL SHOULD BE PERFORMED FROM THE TOP. THE BOTTOM PLATE OF THE TONG IS TYPICALLY WELDED TO THE SIDE BODY AND CANNOT BE REMOVED.



REPLACEMENT FASTENERS (BOLTS, NUTS, CAP SCREWS, MACHINE SCREWS, ETC.) USED DURING MAINTENANCE OR OVERHAUL MUST BE GRADE 8 OR EQUIVALENT.

1. Ensure the tong is placed on supports that provide adequate support, but still allows access to the bottom cage plate assembly.
2. Connect the master link of the chain sling to a crane and raise until most, but not all, of the slack has been taken up by the crane. Disconnect the four shackle assemblies at the lifting lugs to free the chain sling assembly from the tong, and use the crane to move the chain sling to a secure storage location (see Section 2.A for proper chain sling storage recommendations).
3. Remove the four top chain sling hanger plates from the top plate of the tong, followed by the four hanger lug weldments that are bolted to the bottom plate of the tong.
4. Disconnect at the hydraulic valve assembly all flexible hydraulic lines running from the safety door switch and motor. Disconnect both 1" hydraulic lines at the motor. Remove the bolts securing hydraulic inlet/outlet support base weldment to the top plate of the motor mount. Remove the three 1/2" x 4-1/2" bolts securing the hydraulic valve assembly to the valve support posts. Use a temporary sling and crane to lift the hydraulic valve section up and away from the top plate of the tong. If the hydraulic valve assembly does not require service ensure it is stored in a clean, secure location. Cover all exposed connections.
5. Remove the three valve support post weldments from the top plate of the tong.
6. Remove the two tong door stop cylinders. Use caution as the door springs may be retain energy from being compressed. Remove both rear door cylinder support posts from the top plate of the tong.
7. Swing the RH door assembly to the open position. Support the entire weight of the door assembly using a temporary lifting sling and crane, using caution not to put any upward force on the door assembly. Remove the nylock nuts securing the top and bottom of the door pivot shaft, followed by the narrow flat washers. Use a soft alloy material (e.g. brass rod, etc.) to lightly tap the shaft up through the support roller assembly until it comes free at the top, using caution not to damage the threads on the ends of the support roller shaft. Use the crane to move the door assembly to a suitable storage location.

DISASSEMBLY NOTE: The safety door switch components may be left in place on the door assemblies.

8. Undo any restraints securing the flexible safety door hydraulic lines to the top plate. Repeat Step 7 for the LH door assembly. Use caution that the flexible safety door lines do not snag on any protruding object as the door assembly is moved to a suitable location, and ensure the exposed connectors on the hydraulic lines are protected from contamination.
9. Remove the torque gauge mounting plate from its holder if not already done.
10. Remove the six 5/8" x 2" bolts securing the motor, and lift the motor off the motor mount. Inspect the motor gear, located at the bottom of the motor shaft, for gear clashing or tooth damage. Confirm that the motor gear remains securely attached to the motor shaft. Move the motor to a suitable clean storage location and ensure that any exposed hydraulic ports are protected from contamination.
11. Remove the shifter handle weldment by removing both clevis pins and hitch pins securing it to the shifter shaft and mounting lug weldment. The mounting lug weldment may be removed if desired, but removal from the top plate of the motor mount is not required.
12. Loosen the locking nut on the shifter detent force adjustment bolt (see Section 3.E.4) and un-thread the adjustment bolt to relieve compression on the detent spring. Do not completely un-thread the bolt from the detent tube.
13. Remove the access panel on the left rear side of the body adjacent to the motor mount. Remove the 3/4" nylock nut from the bottom of the shifting shaft to loosen the shifting fork. The shifting shaft may now be carefully rotated and pulled straight up and out of the shifter bushings. Use caution not to lose the detent ball, which may become displaced from the detent tube on the top shifter bushing when the shifting shaft is removed.
14. Remove the motor mount by removing the eight socket head cap screws. The motor mount weldment can be lifted out of place. Take care not to lose the two positioning dowel pins - one, or both, may come off with the mount.
15. Remove the 1/4" flat-head countersunk machine screw and retainer plate that secures the top clutch gear to the clutch shaft. Remove the top clutch gear - use caution not to lose the two gear keys that may come off with the gear. Remove the top clutch shaft spacer.
16. Remove the four 3/8" flat head countersunk machine screws securing the clutch bearing plate to the top plate, and remove the clutch bearing plate.

(Top Plate Removal Cont'd)

17. If not already done, remove the two jaws and jaw pivot bolts.
18. Remove the 7/8" nylock nut from the top of the rear cage plate bolt, and remove the backing pin, backing pin knob, and backing pin retainer.
19. Loosen both brake bands (see Section 3.E.1) by backing off the top and bottom brake band adjustment bolts until the brake bands completely release the top and bottom cage plates. Completely remove the adjustment nut and bolt for the top brake band weldments. Remove the external retaining rings securing the brake band pivots to the support roller shafts, and remove both top brake band weldments.



THE CAGE PLATE BOLTS ARE THE ONLY ITEMS FASTENING THE BOTTOM CAGE PLATE TO THE TONG. SUPPORT THE BOTTOM CAGE PLATE FROM BELOW PRIOR TO REMOVING CAGE PLATE BOLTS IN ORDER TO PREVENT DAMAGE TO THE BOTTOM CAGE PLATE OR PERSONAL INJURY TO THE MECHANIC

20. Support the bottom cage plate. Remove the two front cage plate bolts, washers, and nylock nuts, and the rear cage plate bolt. Remove the cage plate spacers. Remove the bottom cage plate assembly and move to a suitable storage location. Inspect the manganese bronze guide ring ring for gouges, cracks, and other damage. Remove the top cage plate and move to a suitable storage location.
22. Pull the top bearing cap and spacer for the pinion drive gear by removing the four 1/2" bolts which secure the bearing cap. Thread two of the removed bolts into the extra holes on top of the bearing cap, and use them as lifting lugs to lift the bearing cap out of place.



IF THE BEARING REMAINS ATTACHED TO THE GEAR SHAFT AFTER THE BEARING CAP IS PULLED, FARR SERVICE PERSONNEL RECOMMENDS LEAVING IT IN PLACE UNTIL THE TOP TONG PLATE IS REMOVED.

23. Remove the top 1-1/2" nylock nuts and pads for the four rotary idler gears.
24. Remove the nylock nuts from the top of the support roller shafts. Use a soft alloy material (e.g. brass rod, etc.) to lightly tap the shafts downwards until they are flush with the top plate of the tong.
25. Remove the hex head bolts and washers, and countersunk socket head screws around the perimeter of the tong which secure the top plate to the gear case housing.
26. With all the above steps taken, the top tong plate weldment can be lifted off providing access to the inside of the gear case.

H. ASSEMBLY PROCEDURES

Assembly of Farr Hydraulic Power Tongs is simple, and can be accomplished without the use of special tools. The instructions on this page are presented as a guide only, and are similar to the assembly sequence our technician would use while assembling the tong in our plant.

NOTE ON INSTALLATION PRACTICES: Ensure all bearings are liberally greased before installing over a shaft or into gears or bearing caps. When inserting a shaft through a support roller assembly ensure shaft is greased. Also ensure all metal-to-metal contact in the gear train is adequately greased. **When graphics are not used in the assembly process, please refer to the relevant exploded diagrams in Section 5.**



ALL FASTENERS USED DURING REASSEMBLY OF LOAD-BEARING COMPONENTS (CHAIN SLINGS, RIGID SLINGS, BACKUP LEGS) MUST BE TIGHTENED TO THE CORRECT TORQUE. THREADED FASTENERS USED IN LOAD-BEARING DEVICES MUST BE SECURED WITH RED LOCTITE™.

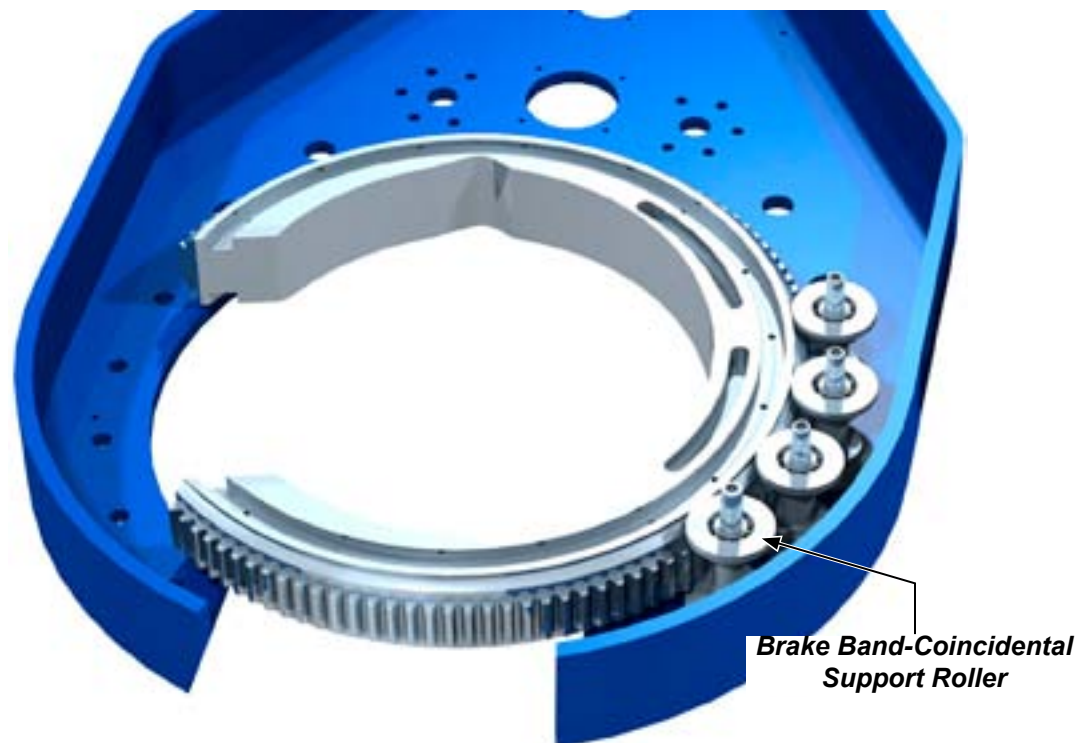
TIGHTENING TORQUE GUIDE			
SAE GRADE 8 - FINE THREAD			
SIZE	CLAMP LOAD	PLAIN	PLATED
1/4 - 28 (.250)	3,263	14 ft. lbs.	10 ft. lbs.
5/16- 24 (.3125)	5,113	27 ft. lbs.	20 ft. lbs.
3/8 - 24 (.375)	7,875	49 ft. lbs.	37 ft. lbs.
7/16 - 20 (.4375)	10,650	78 ft. lbs.	58 ft. lbs.
1/2 - 20 (.500)	14,400	120 ft. lbs.	90 ft. lbs.
9/16 - 18 (.5625)	18,300	172 ft. lbs.	129 ft. lbs.
5/8" - 18 (.625)	23,025	240 ft. lbs.	180 ft. lbs.
3/4 - 16 (.750)	33,600	420 ft. lbs.	315 ft. lbs.
7/8" - 14 (.875)	45,825	668 ft. lbs.	501 ft. lbs.
1 - 12 (1.000)	59,700	995 ft. lbs.	746 ft. lbs.
1 - 14 (1.000)	61,125	1019 ft. lbs.	764 ft. lbs.
1 1/8 - 12 (1.125)	77,025	1444 ft. lbs.	1083 ft. lbs.
1 1/4 - 12 (1.125)	96,600	2012 ft. lbs.	1509 ft. lbs.
1 3/8 - 12 (1.375)	118,350	2712 ft. lbs.	2034 ft. lbs.
1 1/2 - 12 (1.500)	142,275	3557 ft. lbs.	2668 ft. lbs.
SAE GRADE 8 - COARSE THREAD			
SIZE	CLAMP LOAD	PLAIN	PLATED
1/4 - 20 (.250)	2,850	12 ft. lbs.	9 ft. lbs.
5/16- 18 (.3125)	4,725	25 ft. lbs.	18 ft. lbs.
3/8 - 16 (.375)	6,975	44 ft. lbs.	33 ft. lbs.
7/16 - 14 (.4375)	9,600	70 ft. lbs.	52 ft. lbs.
1/2 - 13 (.500)	12,750	106 ft. lbs.	80 ft. lbs.
9/16 - 12 (.5625)	16,350	153 ft. lbs.	115 ft. lbs.
5/8" - 11 (.625)	20,325	212 ft. lbs.	159 ft. lbs.
3/4 - 10 (.750)	30,075	376 ft. lbs.	282 ft. lbs.
7/8" - 9 (.875)	41,550	606 ft. lbs.	454 ft. lbs.
1 - 8 (1.000)	54,525	909 ft. lbs.	682 ft. lbs.
1 1/8 - 7 (1.125)	68,700	1288 ft. lbs.	966 ft. lbs.
1 1/4 - 7 (1.125)	87,225	1817 ft. lbs.	1363 ft. lbs.
1 3/8 - 6 (1.375)	103,950	2382 ft. lbs.	1787 ft. lbs.
1 1/2 - 6 (1.500)	126,450	3161 ft. lbs.	2371 ft. lbs.



REPLACEMENT FASTENER (BOLTS, NUTS, CAP SCREWS, MACHINE SCREWS, ETC.) USED DURING MAINTENANCE OR OVERHAUL MUST BE GRADE 8 OR EQUIVALENT UNLESS OTHERWISE SPECIFIED.

Assembly Procedure (Continued):

1. Position the tong body gear case on a suitable stationary support such that the bottom body plate is accessible.
2. Press a support roller bearing (PN 1393-136) into one side of each of the support rollers (PN 1393-135, 12 total).
3. Insert an inner support roller spacer (PN 1393-134) into the centre of each support roller, and insert a second bearing into the other end of the support rollers.
4. Slide a regular threaded support roller shaft (PN 1393-131) through eight of the support roller assemblies, centering as best as possible in the assembly.
5. Slide a brake band-coincidental support roller shaft (PN 101-1917) through two of the support roller assemblies, centering as best as possible in the assembly.
6. Press an idler bearing (PN 1393-106) into each of the four rotary idler gears (PN 1393-119) until it comes into contact with the inner lip of the gear (orient the gear so the inner lip is on the bottom). Insert an outer spacer (PN 1393-109) into each gear until it comes into contact with the bearing.
7. Ensure the rotary idler gears are oriented so that the lips on the gears are "down". Lightly grease the two rotary idler shafts (PN 101-2229) intended for use with idler assemblies equipped with gear plates (see Pp. 5.10 - 5.11), and insert into bearing, ensuring the "bottom" sides of the shafts are down (the "top" of the idler shaft is threaded for a grease fitting). Slide an inner spacer (PN 1393-108) over each shaft until it comes into contact with the previously installed bearing.
8. Slide an idler bearing (PN 1393-106) over each of the two shafts installed in the previous step until they come into contact with the inner and outer spacers. Secure bearings and spacers in each idler gear with a retainer ring (PN 1393-110). Center the gear and bearing assemblies on the shafts as best as possible.
9. Press a gear plate bearing (PN 1393-106) into each of the four gear plates (PN 101-2227) until the bearings come into contact with the inner lips. Slide a gear plate assembly over the bottom of each end of the idler assemblies assembled in Step 8 until they come into contact with the idler gears - note that the "lip" on each gear plate faces towards the idler gear (see Pp. 5.10 - 5.11 for correct orientation). Slide a rotary idler gear spacer (PN 101-2228) over the bottom end of each shaft and press against the gear plates. Do not install the "top" idler gear plates and gear spacers at this time.
10. Slide a support roller shaft spacer (PN 1393-140) over the end of the the ten support roller assemblies with installed shafts. Install three standard support roller assemblies and one brake band-coincidental roller assembly in the correct location along one side of the body case (see Illustration 3.H.1), ensuring the shaft spacer is between the bottom plate and the support roller.
11. Use a temporary lifting sling and a crane to maneuver the rotary gear in to place on the tong, making sure the backing pin slots are on the side facing up. Support one side using the support rollers installed in Step 10, and have the opening in the rotary gear oriented as shown in illustration 3.H.1.

**ILLUSTRATION 3.H.1: ROTARY GEAR INSTALLATION**

Assembly Procedure (Continued):

12. Install support roller assemblies in the locations exposed by the opening in the rotary gear. Continue to rotate the rotary gear, installing four support roller assemblies on the other side of the tong in the rotary gear opening as it is rotated. Ensure the second brake band-coincidental support roller is installed in the correct location, and that the shaft spacer on each assembly is placed between the bottom plate and the support rollers.
13. As the rotary idler locations are exposed, install the rotary idler assemblies with gear plates (assembled in Step 9) into their proper locations. Ensure that rotary idler gear spacers are installed so that they rest between the bottom gear plate and the bottom plate of the tong.

**ILLUSTRATION 3.H.2: SUPPORT ROLLER & ROTARY IDLER INSTALLATION**

14. Continue to rotate the rotary gear until all ten support roller assemblies and the second gear plate-equipped rotary idler have been installed in their correct locations. Finish with the rotary gear aligned with the opening in the bottom plate. Do not install the two door pivot support roller assemblies at this time.
15. Assemble and install the remaining two rotary idler assemblies. Orient the two remaining rotary idler gears and bearing assemblies (assembled in Step 6) so that the lips on the gears are "down". Lightly grease the remaining two rotary idler shafts (PN 1393-117) and insert through the bearings inside the gears, ensuring the "bottom" sides of the shafts are down (the "top" of the idler shaft is threaded for a grease fitting). Slide an inner spacer (PN 1393-108) over each shaft until it comes into contact with the previously installed bearing.
16. Slide an idler bearing (PN 1393-106) over each of the two shafts until they come into contact with the inner and outer spacers. Secure bearings and spacers in each idler gear with a retainer ring (PN 1393-110). Center the gear and bearing assemblies as best as possible on the shafts.
17. Slide a rotary idler spacer (PN 1393-121) over the bottom end of the remaining two rotary idler assemblies and insert through bottom plate, ensuring the idler spacer is between the bottom plate of the tong and the rotary idler gears. Mesh the gears with the previously installed rotary idlers. Slide the remaining two rotary idler spacers over the tops of the two rotary idler shafts.
18. Press the remaining two gear plate bearings (PN 1393-93) in to the two remaining gear plates (PN 101-2227). Slide a gear plate over each of the two rotary idlers in contact with the rotary gear. Slide a rotary idler gear spacer (PN 101-2228) over the top end of each shaft and press against the gear plates.
19. Use a 1-1/2" UNF nylock nut & 1-1/2" flat washer to secure the bottom of each of the four rotary idlers to the bottom plate of the tong.
20. Press pinion bearing (PN 1393-93) into bottom pinion bearing cap (PN 1393-89A) and install bearing cap into bottom plate of tong using four 1/2" UNC x 1-3/4" hex bolts and 1/2" lock washers.
21. Press lower clutch bearing (PN 1393-55) into clutch bearing cap (PN 1393-54) and install bearing cap into bottom plate of tong using four 3/8" UNC x 1-3/4" hex bolts and 3/8" lock washers.

Assembly Procedures cont'd:

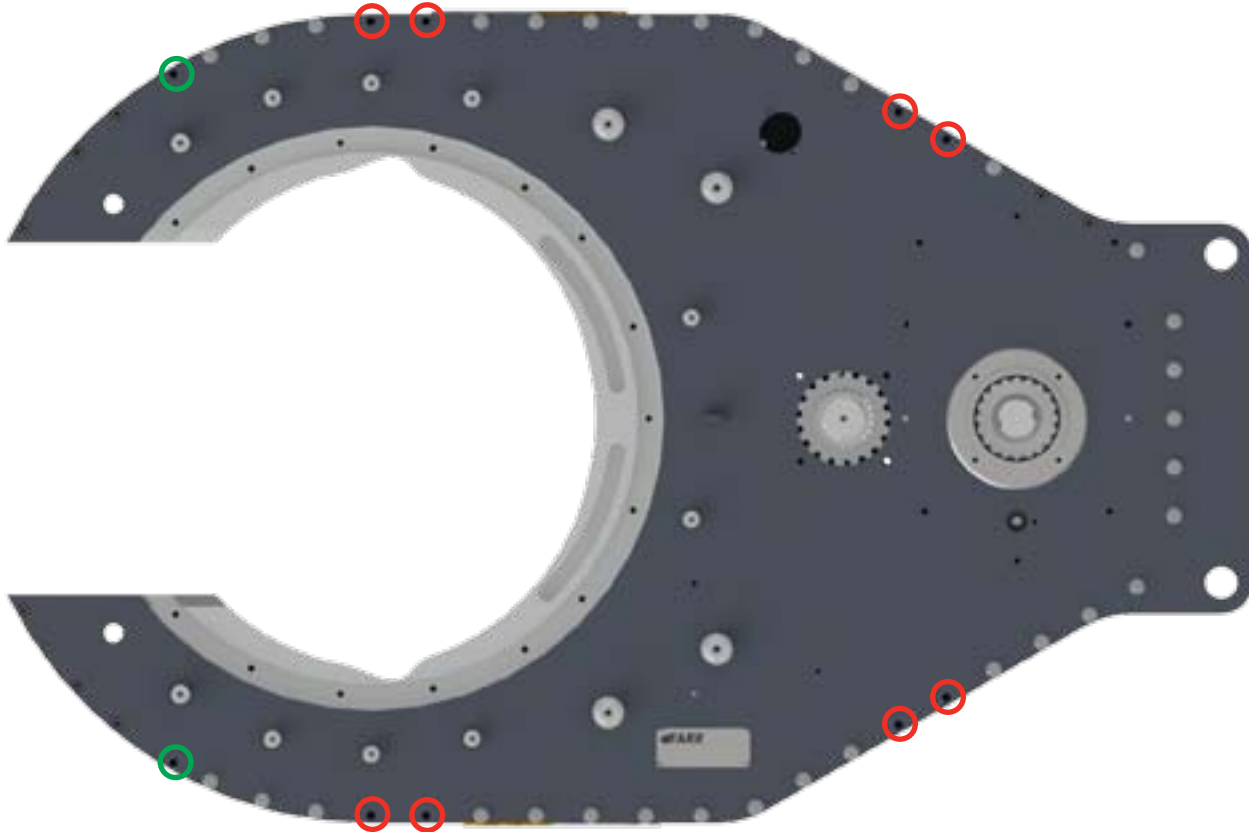
22. Insert a retainer ring (PN 1393-110) into each pinion idler gear (PN 1393-120). Install two idler bearings (PN 1393-106) into each gear and press against retainer ring.
23. Insert a pinion idler half-shaft (PN 1393-105) into each pinion idler assembly, ensuring that the gear is oriented so that the side with the retainer ring is next to the half-moon plate on the half-shaft.
24. Secure the half-shafts to the gear and bearing assemblies with retainer rings (PN 1374-110).
25. Insert each pinion idler assembly into the bottom plate, meshing with the gears of the rotary idlers, and secure each with five 3/4" UNC x 2" hex bolts and 3/4" lock washers.
26. Slide a pinion idler spacer (PN 1455-105-02) over the end of each pinion idler shaft, and secure with a 1-1/2" UNF nylock nut.
27. Slide a pinion gear spacer (PN 1393-94) over the bottom end of the pinion gear shaft (PN 1455-86) ensuring the flat side of the spacer is flush to the gear and the "stepped" side is oriented to rest against the bearing. Place the bottom of the main pinion gear into the previously installed bearing and bearing cap, and mesh with the two pinion idlers.
28. Slide 2 needle bearings (PN 1393-53) over the bottom end of the clutch shaft (PN 1393-50). **ASSEMBLY NOTE:** The bottom end of the clutch shaft is machined and threaded for a 1/8" NPT grease fitting. Press both bearings tightly against centre gear.
29. Slide high clutch gear (PN 1455-51) over the bottom end of the clutch shaft onto the two needle bearings, ensuring the smaller diameter part of the gear is next to the centre gear on the clutch shaft.
30. Place the machined ("stepped") side of bottom clutch shaft spacer (PN 1393-50-02) over the lower clutch bearing, and place bottom end of clutch shaft through the clutch shaft spacer into the lower clutch bearing that has been pre-mounted in the lower body plate.
31. Slide a needle bearing (PN 1393-53) over the top of the clutch shaft and press against the centre gear, followed by an inner clutch spacer (PN 193-52-01). Slide the remaining needle bearing over the top of the clutch shaft and press against the inner spacer.
32. Install shifting collar (PN 1393-62) which will slip over clutch shaft and mesh with low or high clutch gear.
33. Install the low clutch gear (PN 1393-52), ensuring the smaller diameter portion of the gear is oriented so it is next to the centre gear on the clutch shaft, followed by a clutch shaft spacer (PN 1393-50-01).
34. Assemble the shifting fork, shifting shaft, and the 3/4" NC nylock nut to secure the fork to the shaft. Position the shifting fork with the shifting collar in its final position as best as possible.

**ILLUSTRATION 3.H.3: SHIFTING FORK PLACEMENT DURING INSTALLATION**

35. Install low pinion gear (PN 1393-88) followed by the remaining pinion gear spacer (PN 1393-94), ensuring the non-machined side is flat against the gear.
36. Ensure each of the ten support roller assemblies has a support roller bearing spacer (PN 1393-140) placed over the support roller bearing before top plate installation. Ensure each of the rotary idlers in contact with the pinion idlers have a idler gear spacer (PN 1393-121) placed over the top rotary idler bearing before top plate installation.

Assembly Procedures cont'd:

37. Clean the three non-threaded holes for the dowel pins in the side body (one on either side of the opening, and one just to the right of centre at the rear of the side body).
38. Use a temporary sling and crane to carefully position and install the top plate. The plate must be installed parallel to the top of the side body to avoid binding on the support roller shafts as it is lowered. Use caution not to damage the threads on the tops of the rotary idler and support roller shafts.
39. Place the two remaining support roller assemblies (less the shafts and fasteners) in the door pivot locations. Ensure that the top and bottom roller bearing spacers are properly installed between the bearings and top and bottom plates.
40. Tap the chamfered ends of three 1/2" x 1-1/2" top plate positioning dowel pins (PN 09-0172) into the dowel pin locations to finalize the position of the top plate. Insert until the pins are flush with the top plate.
41. Secure the top plate with 33 1/2" UNC x 1-3/4" hex bolts and 1/2" lock washers, and eight 1/2" UNC x 1-1/4" hex socket head cap screws. Do not install fasteners at the four chain sling hanger locations (indicated by red circles) or the two door spring cylinder lug mount locations (indicated by green circles).

**ILLUSTRATION 3.H.4: TOP PLATE FASTENER INSTALLATION**

42. Secure the tops of the four rotary idler shafts with 1-1/2" flat washers and 1-1/2" UNF nylock nuts.
43. Secure the eight threaded support roller shafts with 1" narrow flat washers and 1" UNS nylock nuts. Ensure the support roller shafts are centered top-to-bottom.
44. Press the remaining pinion bearing (PN 1393-93) into the top pinion bearing cap and install over the top of the pinion gear shaft. Secure with four 1/2" UNC x 1-3/4" hex bolts and 1/2" lock washers. Ensure the flat on the pinion bearing cap is oriented toward the motor mount location.
45. Slide top clutch bearing (PN 1393-56) over the clutch shaft and press against the low clutch gear, followed by the remaining clutch shaft spacer (PN 1393-50-03).
46. Install the clutch bearing plate (PN 1393-57) and secure with four 3/8" UNC x 3/4" hex socket flat head countersunk machine screws.
47. Slide the clutch drive gear (PN 1455-61) over the top of the clutch shaft. Insert two 1-1/2" x 1/2" x 1/2" gear keys into the machined slots in the gear and shaft. Secure the drive gear to the clutch shaft using a gear retainer plate (PN 1393-50-04) and a 1/4" UNC x 1" hex socket flat-head countersunk machine screw.

48. Slide the bottom shifter bushing, PN 1393-78, over the shifting shaft and insert into top plate. Secure the bushing in place with a 3/8" NC x 1" flange head cap screw.

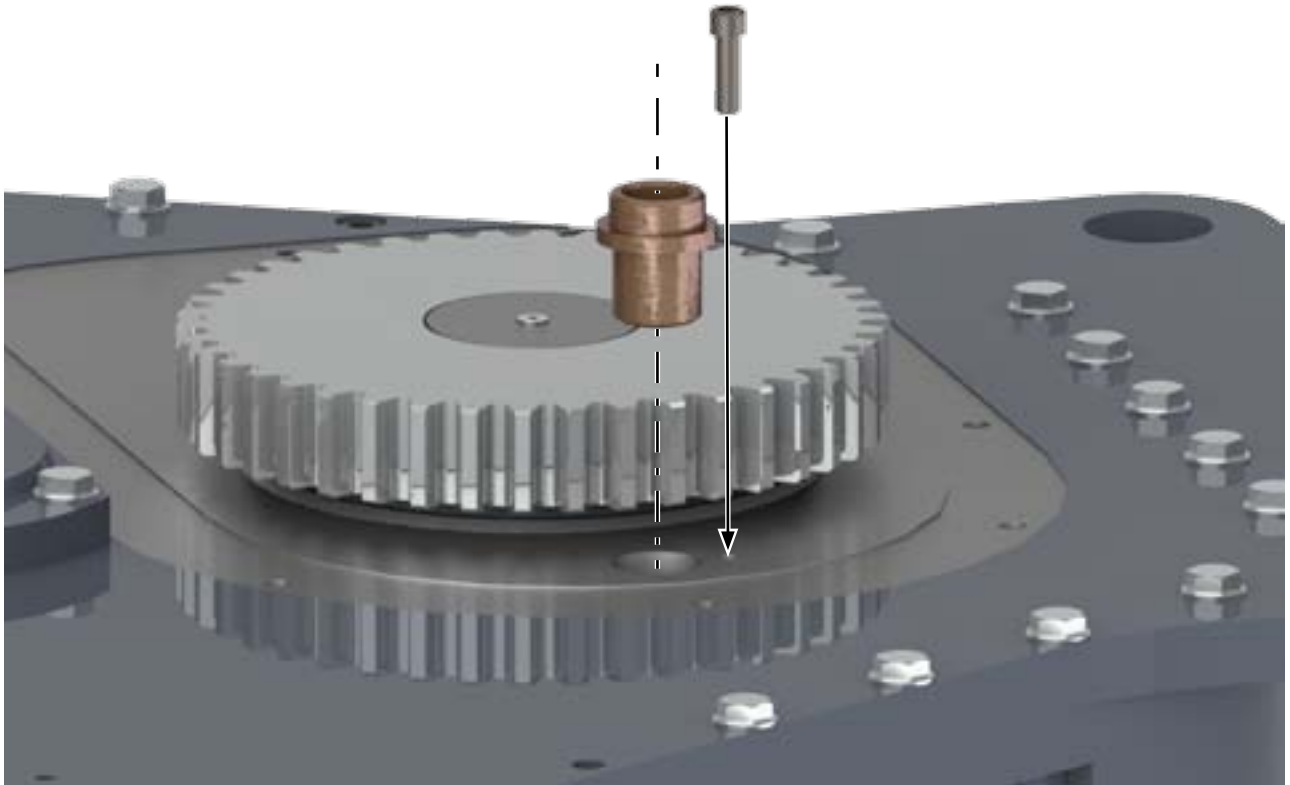
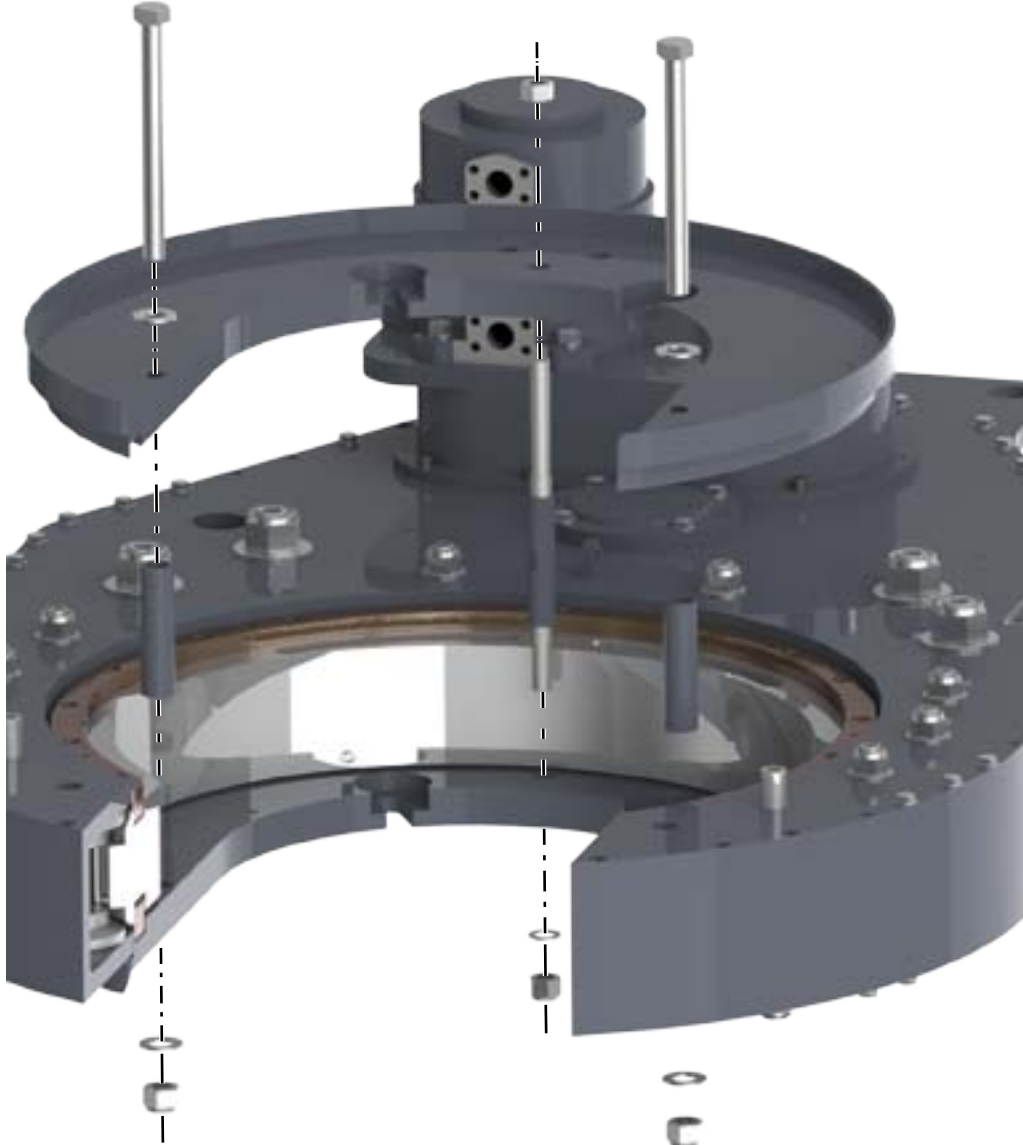


ILLUSTRATION 3.H.5: LOWER SHIFTER BUSHING INSTALLATION

49. Clean the dowel pin holes on either side of the clutch drive gear.
50. Place the motor mount weldment (PN 101-3754) on to the top plate over the clutch assembly. Tap the chamfered ends of two 3/8" x 1-1/2" dowel pins (PN 09-0092) into the dowel pin locations on both sides of the motor mount weldment to finalize the position on the top plate. Insert until the pins are flush with the top of the flange on the weldment. Secure motor mount to the top plate with eight 1/2" UNC x 1-1/4" hex socket head cap screws.
51. Insert the shifting shaft through the top shifter bushing (typically welded to the top plate of the motor mount), through the manganese bronze lower shifter bushing, into the shifting fork. Secure the shifting shaft to the shifting fork using a 3/4" UNC hex nylock nut.
52. Insert the shifter detent ball (PN 02-0018) into the detent tube on the top shifter bushing, followed by the detent spring (PN 997-0-64). Thread a 7/16" UNF hex jam nut onto a 7/16" UNF x 1-1/4" hex nut, then thread the 7/16" bolt into the detent tube.
53. Bolt the shifter lug weldment (PN 101-3757) to the top plate of the motor mount with four 3/8" UNC x 1-1/2" hex bolts and 3/8" lock washers.
54. Slide the motor gear (PN 1455-149S) over the splined shaft of the hydraulic motor (PN 87-0150), shoulder toward the motor. Secure the motor gear in place with the motor gear retainer plate (PN 101-2200) and a 1/2" UNF x 3/4" hex socket flat-head countersunk machine screw.
55. Install the motor onto the motor mount. Secure the motor in place with six 5/8" UNC x 2" hex bolts and 5/8" lock washers.
56. Install a manganese bronze guide ring (PN 101-2669) into the groove on top of the rotary gear using fifteen 1/2" UNC x 2" hex socket head cap screws.
57. Install the second manganese bronze guide ring into the bottom cage plate (101-2670) using fifteen 1/2" NC x 2-1/4" hex socket head cap screws.

Assembly Procedures cont'd:**58. Install the cage plates:**

- i. Liberally grease the two guide rings.
- ii. Position and support the bottom cage plate assembly against the bottom of the rotary gear.
- iii. Insert the rear cage plate bolt (PN 101-3753) in to the hole in the rear of the bottom cage plate and secure it with a 7/8" UNC hex nylock nut and 7/8" narrow flat washer.
- iv. Place the top cage plate over the rotary gear, inserting the top of the rear cage plate bolt through the hole in the rear of the top cage plate and ensuring the guide ring on the rotary gear engages with the slot in the bottom of the top cage plate.
- v. Insert the two front cage plate spacers (PN 101-1899) between the top and bottom cage plates.
- vi. Secure the cage plates together. Thread a 7/8" UNC hex nut over the top of the rear cage plate bolt and tighten against the top cage plate. Insert 1" UNC x 8" hex bolts through the top and bottom cage plates and front cage plate spacers, and secure the bolts to the bottom cage plate using 1" UNC hex nylock nuts and 1" narrow flat washers.

**ILLUSTRATION 3.H.6: CAGE PLATE INSTALLATION**

Assembly Procedures cont'd:

59. Slide the pivot end of each of the four lined brake band weldments (PN 1455-29-01) over each of the brake band-coincidental support roller shafts. Secure each weldment to the shafts using a 1" external snap ring. Assemble each adjustment end using a 1/2" NC x 12" hex bolt, 1/2" narrow washer, 1/2" thin nylock nut, and an adjustment spring (PN 1404-131-04).

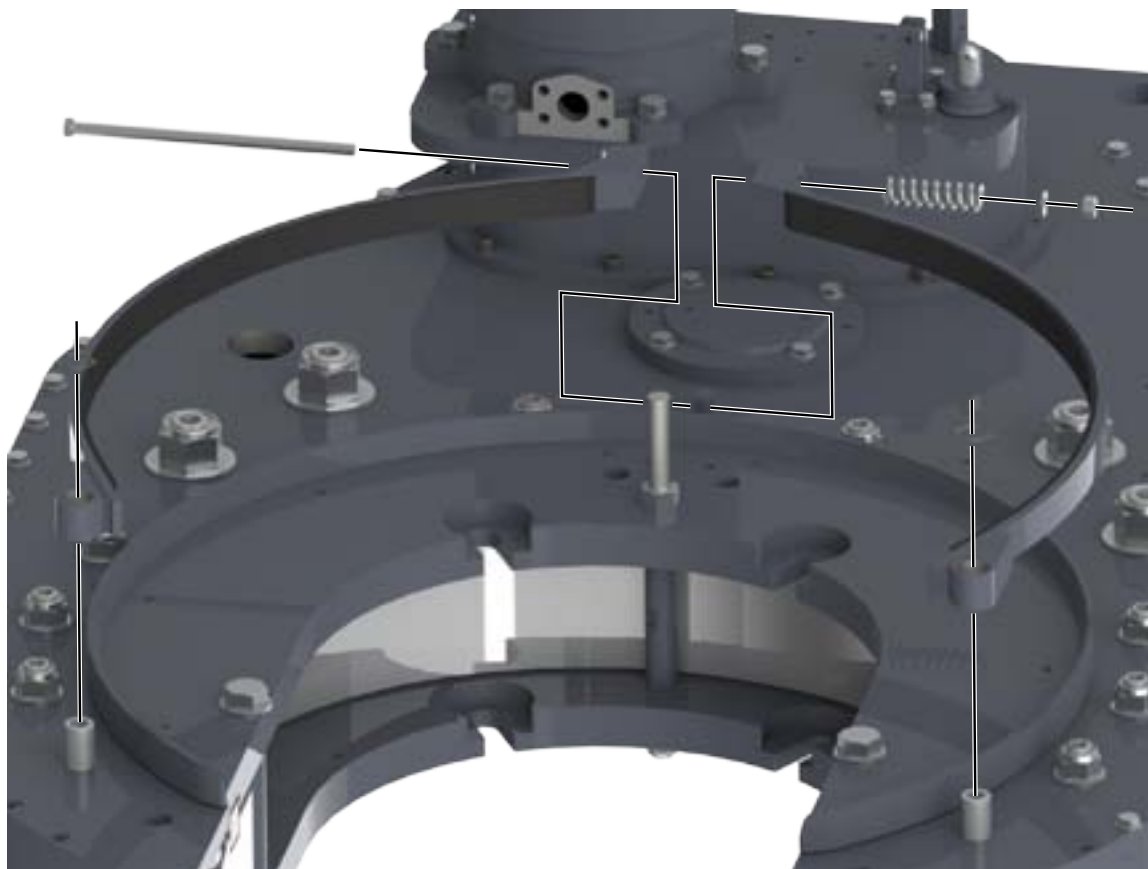


ILLUSTRATION 3.H.7: BRAKE BAND INSTALLATION

60. Thread two 7/8" UNC hex nuts on to the rear cage plate bolt far enough down the threads that an additional nut can be threaded on.
61. Insert the backing pin (PN 101-3695) into one of the two backing pin holes in the top cage plate. Slide the backing pin retainer (PN 101-3752) over the rear cage plate bolt and backing pin. Thread a 7/8" UNC nylock nut onto the rear cage plate bolt until the top of the nylock nut is flush with the top of the rear cage plate bolt.
62. Hold the backing pin retainer against the bottom of the nylock nut. Back-thread the upper 7/8" UNC hex nut installed in Step 60 up the rear cage plate bolt until it is almost in contact with the retainer, but not quite touching. Tighten the next-lower 7/8" nut up against the top nut, locking it in place. The backing bin retainer should be able to rotate freely around the rear cage plate bolt, but not be "floppy".
63. Thread the backing pin knob (PN 02-0017) on to the backing pin.
64. Install door latch cams (PN 101-2251) in to the top and bottom of the RH door weldment (PN 101-5510) and the LH door weldment (PN 101- 5513). Secure the four adjustment cams with a 3/8" UNC x 1" hex bolt and 3/8" lock washer.
65. Thread a 1/2" UNC jam nut onto four 1/2" UNC x 1-1/2" flat point set screws. Thread two of the set screws into the front of each door weldment, until the tip of each set screw becomes visible on the inside of the door weldment. Temporarily lock the positions of the set screws using the jam nuts.
66. Use a temporary lifting sling and crane to support each door weldment as they're being installed. Align the adjustment cams with the pivot holes in the top and bottom plates. Insert the door pivot roller shafts from the top - they may have to be tapped lightly with a soft metal or rubber hammer. Use caution when sliding the shaft through the support roller components. Once the shafts have been tapped all the way through and are centered, secure with 1" thin flat washers and 1" UNS thin nylock nuts top and bottom.
67. Install door cylinder mounting lugs (PN 101-1796) into the threaded locations directly adjacent to the brake band pivot points on the top side of the tong (see Illustration 3.H.4).
68. Install the door stop cylinder assemblies (PN 1037-A4-144) using 5/8" x 3/4" UNC shoulder bolts.

Assembly Procedures cont'd:

69. Install the safety door components on to the door weldments using the following procedure:

- i. Attach the LH safety door latch (PN AE13-301S) to the LH latch plate (PN 101-3759) using three 3/8" UNC x 1" hex socket flat head cap screws. Attach the LH latch plate to the LH door weldment using four 3/8" x 1" hex socket UNC shoulder bolts.
- ii. Attach RH safety door latch (PN AE13-302M) to the safety door spacer plate (PN 101-3760) using four 3/8" UNC x 1" hex bolts and 3/8" lock washers. Attach spacer plate to the RH door weldment using four 3/8" UNC x 1-1/4" hex bolts and 3/8" lock washers.
- iii. Insert load plunger (PN AE12-306) into LH safety door latch block, which was installed in Step 69(i).
- iv. Attach three 1/4" NPT JIC elbows to the Deltrol safety door valve (PN 08-0337M). Position a 15/16" valve lock nut as shown in illustration 3.H.8, and secure the safety door valve to the safety door latch block using the valve lock nut.



ILLUSTRATION 3.H.8: SAFETY DOOR VALVE INSTALLATION

- v. Attach the safety door switch guard weldment (PN 101-3761) to the LH tong door weldment using three 3/8" UNC x 1" hex bolts and 3/8" lock washers.

ASSEMBLY NOTE: Ensure that the doors have been aligned and adjusted before the final safety door latch adjustment is made (refer to Section 3.E.3).

70. Install the four chain sling hanger weldments (PN 101-3781) to the bottom side of the tong using two 1/2" UNC x 2-1/4" hex bolts and 1/2" lock washers per weldment. Slide a hanger bracket base (PN 101-3783) over the top of each hanger and secure to the top plate using two 1/2" UNC x 2-1/4" hex bolts and 1/2" lock washers per bracket base.



ALL FASTENERS USED DURING REASSEMBLY OF LOAD-BEARING COMPONENTS (CHAIN SLINGS, RIGID SLINGS, BACKUP LEGS) MUST BE TIGHTENED TO THE CORRECT TORQUE. THREADED FASTENERS USED IN LOAD-BEARING DEVICES MUST BE SECURED WITH RED LOCTITE™.

71. Install shifting handle weldment (PN 101-1749). Secure the handle to the shifter shaft using a 5/16" x 1" clevis pin and 0.093" x 1.125" hitch pin, and secure the handle to the shifter pivot lug weldment using a 5/16" x 1-1/2" clevis pin and 0.093" x 1.125" hitch pin.
72. Install three hydraulic valve mount weldments (PN 101-1442) to the top plate using one 3/8" UNC x 1" hex bolt and 3/8" lock washer per weldment. Ensure the "tabs" on the weldments are pointed toward the back of the tong.
73. Attach the hydraulic line support base weldment (101-3779) to the top plate of the motor mount using four 3/8" UNC x 1-1/2" hex bolts and 3/8" lock washers.
74. Install grease fittings:
 - i) Install one 1/4" straight thread grease fitting (PN 02-0097) into the top and bottom of each support roller shaft, including the door pivot rollers (24 locations total).
 - ii) Install one 1/4" straight thread grease fitting (PN 02-0097) into each door latch adjustment cam (four locations total).

Assembly Procedures cont'd:**74. Install grease fittings (continued):**

- iii) Install one 1/8" NPT grease fitting (PN 02-0005) into each rotary idler shaft on the top of the tong (four locations total), and one 1/8" NPT grease fitting into each pinion idler shaft on the bottom of the tong (two locations total).
 - iv) Install one 1/8" NPT grease fitting (PN 02-0005) into the end of the clutch shaft, in the centre of the clutch bearing cap.
 - v) Install eight 1/8" NPT grease fittings (PN 02-0005) into the top cage plate, and eight 1/8" NPT grease fittings into the bottom cage plate (16 locations total).
 - vi) Install two 1/8" NPT 90° grease fittings (PN 02-0093) in each pinion bearing cap (four locations total).
 - vii) Install two 1/8" NPT 90° grease fittings (PN 02-0093) in clutch bearing cap (two locations total).
 - viii) Install one 1/8" NPT 90° grease fitting (PN 02-0093) in the top of the motor mount between the motor and the hydraulic support.
75. Install the hydraulic valve assembly on to the valve mount weldments using one 1/2" UNC x 4-1/2" hex bolt and 1/2" lock washer per valve mount.
76. Install main inlet and outlet lines, using four hydraulic clamp plates (PN 101-3777) and 1/2" UNC jam nuts to secure the inlet and outlet lines within the hydraulic line support base weldment. Install the remainder of the hydraulic connections.
77. Attach four leg weldments (101-3685) to the bottom of the tong using three 1/2" NC x 2-1/4" hex bolts and 1/2" lock washers per leg.
78. Use a crane to support the chain sling (PN 101-3762) by the master link. Position over the tong and attach the chain sling to the hanger weldments using 1/2" Crosby bolt-type shackle at each mounting point (four total).
79. Install the side access panel (PN 1455-7-01) adjacent to the motor mount on the left-hand rear side of the tong side body. Secure in place with four 3/8" UNC x 3/4" hex socket head cap screws.
80. When installing the load cell and load cell tie-off, use LC anchor/tie off PN AX07-003.



ANY REPLACEMENT FASTENER (BOLTS, NUTS, CAP SCREWS, MACHINE SCREWS, ETC.) USED DURING MAINTENANCE OR OVERHAUL MUST BE GRADE 8 OR EQUIVALENT UNLESS OTHERWISE SPECIFIED. DO NOT EXCEED THE SPECIFIED LENGTH OF ANY FASTENER.

I. DAILY INSPECTION & MAINTENANCE CHECKLIST (POWER TONG)

Farr recommends that the following inspection and maintenance procedures be performed before each use, and at least once per day when the tong is in steady use, in the order in which they are listed.

1. ☐ Rotate cage plate/rotary gear until the opening in the rotary gear faces towards the rear of the tong.



DO NOT PERFORM ANY FURTHER ACTIONS OR MAINTENANCE WHILE THE TONG IS CONNECTED TO ANY HYDRAULIC POWER SUPPLY. FARR RECOMMENDS THAT ALL HYDRAULIC LINES ARE FULLY DISCONNECTED, AND RESIDUAL HYDRAULIC PRESSURE IS BLED OFF. ENSURE ADEQUATE CONTAINMENT IS IN PLACE TO PREVENT ENVIRONMENTAL CONTAMINATION FROM RESIDUAL HYDRAULIC FLUID.

DEPRESSURIZE HYDRAULIC SYSTEM IN PREPARATION FOR MAINTENANCE:

2. ☐ 1) Rotate the tong to the "open throat" position. Ensure tong and backup doors (if equipped) are closed. Fully extend the lift cylinder
- 2) De-energize the power unit.
- 3) Repeatedly actuate the tong motor control valve lever **IN BOTH DIRECTIONS** to dissipate any residual pressure in the valve and motor.
- 4) Remove the hydraulic **SUPPLY** line from the equipment.
- 5) Repeatedly actuate the remaining control valve levers **IN BOTH DIRECTIONS** to dissipate any residual pressure in the remainder of the hydraulic control system.
- 7) Disconnect the hydraulic **RETURN** line from the equipment.
- 8) Disconnect remaining hoses such as case drains, or lines connected to the turns counter.



HYDRAULIC PRESSURES AS HIGH AS OPERATING PRESSURE MAY REMAIN TRAPPED IN SMALL AREAS OF THE EQUIPMENT. ENSURE ALL MAINTENANCE IS CARRIED OUT BY A QUALIFIED SERVICE TECHNICIAN, AND THAT ADEQUATE PERSONAL PROTECTIVE EQUIPMENT IS USED TO GUARD AGAINST PRESSURE INJURIES

3. ☐ Perform an initial wash of the tong in order to remove the majority of dirt and grease build-up. Ensure adequate containment is in place to prevent environmental contamination from residual hydraulic fluid and dirty grease.
4. ☐ Remove the access panel on the side of the tong directly adjacent to the shifter mechanism.
5. ☐ Use a flashlight to perform a visual inspection of the gear train through the access panel and the opening of the rotary gear. If gear damage or chips of metal are seen, the tong should be removed from service and overhauled to avoid further damage. Replace access panel when inspection is complete.
6. ☐ Perform a visual inspection of all fasteners and protruding body pieces (example: hydraulic valve mounts, inlet & outlet line supports, tong legs, shifter handle pivot lugs). Tighten or replace loose or missing fasteners. Farr recommends that damaged or missing body parts be repaired or replaced as soon as possible.
7. ☐ Inspect the jaws and dies. Inspect the jaw roller pins for signs of damage - replace pins if necessary. If the pins are welded in place, replace the entire jaw assembly. Ensure dies are secure in the jaw - replace worn dies if necessary. Ensure that the jaw rollers rotate freely. Check to ensure the size of the loaded jaws match the size of casing or pipe you are running.
8. ☐ Perform a visual inspection of all lifting points - if visible damage is seen, including cracks, broken lugs, distorted metal, etc. replace damaged part(s) before placing tong in service. Also inspect all chains, master links, and turnbuckles - again, if any damage is noted replace the damaged part(s) before placing the tong in service.
9. ☐ Inspect tong for signs of premature wear, or moving parts that are rubbing (bare metal where there used to be paint is a good indication of wear).
10. ☐ Inspect backing pin(s). If cracked, broken, or bent it (they) must be replaced.
11. ☐ Inspect top and bottom brake band linings - replace if necessary. Unequal wear of the brake bands indicates that the brake band tension is not evenly adjusted. Refer to the maintenance section of the manual for instructions on properly adjusting brake bands.
12. ☐ Perform a visual inspection of all hydraulic lines. Replace flexible lines if they appear to be cracked, fatigued, or have visible signs of wear from contact with a rigid object.

13. ☐ Perform a visual inspection of all hydraulic lines. Replace flexible lines if they appear to be cracked, fatigued, or have visible signs of wear from contact with a rigid object.
14. ☐ Perform a complete greasing of the tong - refer to Maintenance section of the technical manual
15. ☐ Ensure main supply and return connections to the tong are fully made up. Re-connect the remainder of the hydraulic lines, and, if applicable, the electrical line to the turns counter.



FAILURE TO ENSURE THAT THE SELF-SEALING SUPPLY AND RETURN LINES ARE FULLY MADE UP MAY RESULT IN CATASTROPHIC EQUIPMENT FAILURE.

If using a stand-alone power unit, start it now - refer to the power unit technical manual for startup procedures. Listen to power unit for a moment to see if there are any unusual mechanical sounds (rubbing, grinding, excessive pump noise). If using a diesel unit, allow sufficient time for the engine to reach operating temperature before increasing engine RPM. Once engine is warm, gradually increase engine RPM until operating speed is reached.

16. ☐ Ensure that supply pressure is at or above the tong's specified operating pressure, and that the return pressure is less than 350 psi.
17. ☐ Perform a visual inspection of pressurized hydraulic lines. Document and correct any hydraulic fluid leaks.
18. ☐ Perform a full functional test of the tong. Report and correct any hydraulic leaks from the hydraulic valve bank, or from any hydraulic cylinders that are used.
19. ☐ Perform a visual inspection of the load cell. If using a tension load cell, replace any cracked, broken, or distorted components including links and chains. If using a compression load cell, replace any component that has been crushed or otherwise distorted through compression.
20. ☐ If applicable, inspect the load cell anchor pins (tension load cell only). Replace the anchor pins if cracking or metal distortion is seen.
21. ☐ If applicable, the weld securing the single load cell anchor to the bridge bar main plate must be inspected (compression load cell only). If the integrity of the weld has been compromised, the tong must be removed from service until the weld is repaired. The load cell beam will need to be disconnected and removed so the weld is visible. Before re-installing the beam, liberally grease the anchor pin before reinserting into the load cell beam.
22. ☐ Test safety door feature (if equipped). Open the tong door(s), and attempt to rotate the cage plate at low speed (low gear) in both directions (makeup and breakout). If cage plate begins rotating, the safety door mechanism is not functional, and the tong must be removed from service until the safety door mechanism can be repaired. If the safety door is operating correctly, cage plate rotation will not be inhibited once the door is closed and latched.



NEVER OPERATE YOUR EQUIPMENT WITH A BYPASSED OR MALFUNCTIONING SAFETY DOOR

23. ☐ While rotating the cage plate, ensure that the jaws properly cam. If the jaws do not cam properly, the brake bands need to be tightened. Incrementally adjust both the top and bottom brake bands EQUALLY until proper cam action is achieved.

J. MONTHLY MAINTENANCE CHECKLIST - POWER TONG

The following maintenance checklist is intended as a guideline rather than a definitive maintenance schedule. Your equipment may require more, or less, maintenance depending upon the frequency of use, the percentage of maximum torque that your equipment is routinely subjected to, and the field conditions under which your equipment operates. Farr recommends that the following inspection and maintenance procedures be performed monthly, or in conjunction with your maintenance foreman's experience and best estimate of when your equipment is due for this maintenance.

1. ☐ Rotate cage plate/rotary gear until the opening in the rotary gear faces towards the rear of the tong.



DO NOT PERFORM ANY FURTHER ACTIONS OR MAINTENANCE WHILE THE TONG IS CONNECTED TO ANY HYDRAULIC POWER SUPPLY. FARR RECOMMENDS THAT ALL HYDRAULIC LINES ARE FULLY DISCONNECTED, AND RESIDUAL HYDRAULIC PRESSURE IS BLED OFF. ENSURE ADEQUATE CONTAINMENT IS IN PLACE TO PREVENT ENVIRONMENTAL CONTAMINATION FROM RESIDUAL HYDRAULIC FLUID.

DEPRESSURIZE HYDRAULIC SYSTEM IN PREPARATION FOR MAINTENANCE:

- 1) Rotate the tong to the "open throat" position. Ensure tong and backup doors (if equipped) are closed. Fully extend the lift cylinder
- 2) De-energize the power unit.
- 3) Repeatedly actuate the tong motor control valve lever **IN BOTH DIRECTIONS** to dissipate any residual pressure in the valve and motor.
- 4) Remove the hydraulic **SUPPLY** line from the equipment.
- 5) Repeatedly actuate the remaining control valve levers **IN BOTH DIRECTIONS** to dissipate any residual pressure in the remainder of the hydraulic control system.
- 7) Disconnect the hydraulic **RETURN** line from the equipment.
- 8) Disconnect remaining hoses such as case drains, or lines connected to the turns counter.



HYDRAULIC PRESSURES AS HIGH AS OPERATING PRESSURE MAY REMAIN TRAPPED IN SMALL AREAS OF THE EQUIPMENT. ENSURE ALL MAINTENANCE IS CARRIED OUT BY A QUALIFIED SERVICE TECHNICIAN, AND THAT ADEQUATE PERSONAL PROTECTIVE EQUIPMENT IS USED TO GUARD AGAINST PRESSURE INJURIES

3. ☐ Clean the exterior of the tool thoroughly, using either water (if using a pressure washer ensure a low-pressure wash wand is used), or an appropriate solvent-based grease-cutting cleaner such as Varsol. Ensure adequate containment is in place to prevent environmental contamination from residual hydraulic fluid, dirty grease, and cleaning agents.
4. ☐ Remove the access panel on the side of the tong directly adjacent to the shifter mechanism.
5. ☐ Clean the interior of the tong thoroughly, using either water (do not use a pressure washer), or an appropriate solvent-based grease-cutting cleaner such as Varsol. Ensure adequate containment is in place to prevent environmental contamination from residual hydraulic fluid, dirty grease, and cleaning agents. Make a note if any metal shavings or metal pieces are flushed out of the gear train cavity - if shavings or metal pieces are seen the tong must be overhauled before it is returned to service.
6. ☐ Inspect all fasteners and fastener safety wires (if equipped). Replace any missing fasteners - use Grade 8 bolts only unless otherwise specified. Re-torque all external fasteners to SAE specifications.
7. ☐ Repair or replace any damaged or missing external body parts, such as torque gauge mounts, hydraulic supports, safety door protectors, etc.
8. ☐ Perform a visual inspection of all fasteners and protruding body pieces (example: hydraulic valve mounts, inlet & outlet line supports, tong legs, shifter handle pivot lugs). Tighten or replace loose or missing fasteners. Farr recommends that damaged or missing body parts be repaired or replaced as soon as possible.
9. ☐ Inspect tong for signs of premature wear, or moving parts that are rubbing (bare metal where there used to be paint is a good indication of wear).
10. ☐ Inspect all paint - locations in which the paint has been damaged must be repaired prior to the tong being returned to service. Prepare areas to be painted to ensure they are free of grease, dirt, or solvent. Touch up using a solvent-based acrylic paint - "Farr Blue" is paint number RAL5005 (contact Farr sales for paint number for custom paint applications). Allow sufficient time for paint to dry before proceeding.
11. ☐ Inspect all external welds. Any weld that is cracked or separating must be repaired and repainted before returning the tong to service.

12. ☐

Perform a visual inspection of all lifting points - if visible damage is seen, including cracks, broken lugs, distorted metal, etc. replace damaged part(s) before placing tong in service. Also inspect all chains, master links, and turnbuckles - again, if any damage is noted replace the damaged part(s) before placing the tong in service. Refer to Section 2A of the technical manual (Sling/Load Bearing Device Safety) for information on recommended testing and recertification. Please note that turnbuckles with part number 101-3086 (short turnbuckles) use a high-strength pin which must be supplied by Farr.



“SHORT” TURNBUCKLES HAVING PART NUMBER 101-3086 EMPLOY HIGH-STRENGTH PINS WHICH MUST BE SUPPLIED BY FARR.

13. ☐

Rotate the gear train by hand, and use a flashlight to perform a visual inspection of the gear train through the access panel and the opening of the rotary gear while the gear train is being rotated. If gear damage or chips of metal are seen, the tong should be removed from service and overhauled to avoid further damage. Replace access panel when inspection is complete.

14. ☐

Inspect all jaws and dies in use for the maintenance interval. Inspect the jaw roller pins for signs of damage - replace pins if necessary. If the pins are welded in place, remove and quarantine the jaw until the weld is repaired. Ensure dies are secure in the jaw - replace worn dies if necessary. Ensure that the jaw rollers rotate freely.

15. ☐

Inspect backing pin(s). If cracked, broken, or bent it (they) must be replaced.

16. ☐

Inspect top and bottom brake band linings - replace if necessary. Unequal wear of the brake bands indicates that the brake band tension is not evenly adjusted. Refer to the maintenance section of the manual for instructions on properly adjusting brake bands.

17. ☐

Inspect door springs. Ensure the springs retain sufficient strength to be able to assist the opening of the door, and to keep the door open. The springs should also help to “snap” the door shut.

18. ☐

Inspect backup springs (if applicable). The rear extension springs should be equally extended, and the front leg springs should be equally compressed. Ensure that neither of the rear backup springs have been over-extended and lack sufficient tension to adequately support the backup. Ensure that neither of the front leg springs have been over-compressed, and still retain enough spring strength to support the front of the backup.

19. ☐

Extend all hydraulic cylinders, and inspect cylinder rods for signs of mechanical damage, flaking, or rust. Farr recommends that damaged cylinders be replaced prior to storage.

20. ☐

Perform a visual inspection of all hydraulic lines. Replace flexible lines if they appear to be cracked, fatigued, or have visible signs of wear from contact with a rigid object. If your tong is equipped with rigid hydraulic lines, replace any line that is dented or appears to be stressed or cracked.

21. ☐

Generously fill the gear train housing with grease through the access panel, and also through the opening in the rotary gear. Perform a full lubrication - refer to Maintenance section of manual to determine lubrication points.

22. ☐

Ensure main supply and return connections to the tong are fully made up. Re-connect the remainder of the hydraulic lines, and, if applicable, the electrical line to the turns counter.



FAILURE TO ENSURE THAT THE SELF-SEALING SUPPLY AND RETURN LINES ARE FULLY MADE UP MAY RESULT IN CATASTROPHIC EQUIPMENT FAILURE.

If using a stand-alone power unit, start it now - refer to the power unit technical manual for startup procedures. Listen to power unit for a moment to see if there are any unusual mechanical sounds (rubbing, grinding, excessive pump noise). If using a diesel unit, allow sufficient time for the engine to reach operating temperature before increasing engine RPM. Once engine is warm, gradually increase engine RPM until operating speed is reached.

23. ☐

Ensure that supply pressure is at or above the tong’s specified operating pressure, and that the return pressure is less than 350 psi.

24. ☐

Perform a visual inspection of pressurized hydraulic lines. If any hydraulic fittings or hoses are leaking they must be repaired or replaced before proceeding.

25. ☐

Rotate tong for one minute, stop, and reverse the direction of rotation for another minute, ending with the opening of the rotary gear facing the gear train. De-energize the power unit, and perform another generous lubrication of the gear train, including the gear housing.

26. ☐

Energize power unit. Rotate tong for one minute, stop, and reverse the direction of rotation for another minute, ending with the opening of the rotary gear facing the gear train.

27. ☐

De-energize the power unit, and perform a third generous lubrication of the gear train, including the gear housing.

28. ☐ Re-energize power unit and extend all hydraulic cylinders. Inspect cylinder rods for signs of mechanical damage, flaking, or rust. Farr recommends that damaged cylinders be replaced.
29. ☐ Rotate tong in low gear for 5 minutes while monitoring pressurized seals and hydraulic lines. If a seal, line, or fitting begins to leak while tong is rotating, it must be replaced before the equipment is returned to service.
30. ☐ Rotate tong in high gear for 5 minutes while monitoring temperature of top and bottom bearing caps. If the bearing caps are hot to the touch (higher than approximately 50°C) replace the applicable bearings. Likewise if the tong is making unusual noises check for damaged bearings (see Maintenance Manual for all bearing locations).
31. ☐ Install load cell. If using a tension load cell, perform a visual inspection and replace any cracked, broken, or distorted components including links and chains. If using a compression load cell, replace any component that has been crushed or otherwise distorted through compression.
32. ☐ If applicable, inspect the load cell anchor pins (tension load cell only). Replace the anchor pins if cracking or metal distortion is seen.
33. ☐ If applicable, the weld securing the single load cell anchor to the bridge bar main plate must be inspected (compression load cell only). If the integrity of the weld has been compromised, the tong must be removed from service until the weld is repaired. The load cell beam will need to be disconnected and removed so the weld is visible. Before re-installing the beam, liberally grease the anchor pin before reinserting into the load cell beam.
34. ☐ Inspect load cell for damage or signs of stress. Check oil level in load cell and fill if necessary (refer to technical manual Section 7 or Section 8).
35. ☐ While rotating the cage plate, ensure that the jaws properly cam. If the jaws do not cam properly, the brake bands need to be tightened. Incrementally adjust both the top and bottom brake bands EQUALLY until proper cam action is achieved. Refer to the maintenance section of the manual for instructions on properly adjusting brake bands.
36. ☐ Perform a full functional test of the tong including, if applicable, backup components, lift cylinder, and float frame components. Report and correct any hydraulic leaks from the hydraulic valve bank, or from any hydraulic cylinders that are used.
37. ☐ Test safety door feature (if equipped). Begin rotating the tong at low speed, and open the tong door(s). If rotation does not immediately stop, this is an indication that the safety door mechanism is not operating correctly and the tong must be removed from service until the mechanism is repaired. Repeat the test while operating the tong in the opposite direction. If the safety door is operating correctly, cage plate rotation will not be inhibited once the door is closed and latched.



NEVER OPERATE YOUR EQUIPMENT WITH A BYPASSED OR MALFUNCTIONING SAFETY DOOR

38. ☐ Farr recommends that an anti-corrosive agent such as Tectyl® 506 be applied to all external unpainted surfaces (and chain slings) EXCEPT cylinder rods, jaw rollers, and rotary gear camming surfaces. Refer to manufacturer data sheets for proper application and safety information.

Once all of the above maintenance checklist items have been satisfactorily completed the tool may be returned to service.

K. DAILY INSPECTION & MAINTENANCE CHECKLIST (POWER UNIT)

Farr recommends that the following inspections and maintenance procedures be performed before each use, and at least once per day when the equipment is in steady use, in the sequence in which they are listed. Rigorous inspection and maintenance, especially lubrication, is essential in order to ensure that your equipment always meets specifications, and to prevent catastrophic failures that can severely damage your equipment and cause worker injury.

If using a stand-alone power unit, perform the following inspection and maintenance procedures before each use, and at least once per day when the power unit is in steady use:

Do not perform any maintenance while the power unit is energized (electric) or if the engine is running (diesel). Ensure the electrical supply is locked out, or, if using a diesel power supply, ensure that the engine is locked out or the starting mechanism otherwise disabled.

DIESEL ONLY

1. ☐ Check engine oil levels - add if necessary
2. ☐ Check diesel fuel tank - fill if necessary.
3. ☐ Visually inspect all fan belts.
4. ☐ Activate mechanical shut-off device - ensure that shut-off switch on engine is engaging when manual shut-off switch is actuated.

ELECTRIC ONLY

1. ☐ Visually inspect all electrical lines and visible connections. If your unit is NOT explosion proof, open the electrical enclosure and VISUALLY inspect contacts and connections for signs of corrosion or arcing. Do not open explosion-proof enclosures.



NEVER PLACE HANDS INSIDE AN ELECTRICAL ENCLOSURE UNLESS YOU HAVE CONFIRMED THAT THE POWER HAS BEEN DISCONNECTED AND LOCKED OUT

2. ☐ Visually inspect main electrical line between main power source and power unit.

ALL UNITS

5. ☐ Perform a visual inspection of all parts. Check to ensure there are no loose or missing fasteners.
6. ☐ Check hydraulic fluid level - ensure cold level is approximately half-way up the sight glass on the hydraulic fluid reservoir.
7. ☐ Perform a visual inspection to ensure there are no hydraulic fluid leaks - correct if necessary.
8. ☐ Check that the main supply and return lines on the hydraulic fluid reservoir are both fully open.
9. ☐ Apply grease to any grease fittings that your power unit may have. Apply grease to each fitting until grease is visibly displaced from bearing, or as recommended by your power unit manual.
10. ☐ Ensure supply and return connections at the power unit and at the equipment in use are fully made up.



FAILURE TO ENSURE THAT THE SELF-SEALING SUPPLY AND RETURN LINES ARE FULLY MADE UP MAY RESULT IN CATASTROPHIC EQUIPMENT FAILURE.

11. ☐ Check hydraulic fluid filter back pressure (must be done while fluid is circulating). If needle on indicator gauge is in the red zone, the filter should be changed the next time the unit is shut down

L. TUBULAR CONNECTION EQUIPMENT DE-COMMISSIONING PROCEDURE

Perform the following decommissioning procedures when removing tubular connection equipment from service, with the intent of short to long-term storage. These procedures are essential for ensuring proper protection of the equipment from environmental attack, and to aid in the quick turnaround when returning the equipment to service.

Store all o-rings, seals, packings, gaskets, etc. in strong moisture proof, airtight containers. Ensure that these items are not crushed, nicked, or otherwise damaged.

Do not perform any further actions or maintenance while the tong is connected to any hydraulic power supply. Farr recommends that all hydraulic lines are fully disconnected, and residual hydraulic pressure is bled off. Ensure adequate containment is in place to prevent environmental contamination from residual hydraulic fluid.

DEPRESSURIZATION PROCEDURE IN PREPARATION FOR STORAGE:

- 1) Rotate the tong so that the opening in the rotary gear faces the gear train (towards the rear of the tong). Ensure tong and backup doors (if equipped) are closed. Fully extend the lift cylinder (if equipped). If mounted in a frame, retract the float cylinders (if equipped).
- 2) De-energize the power unit.
- 3) Repeatedly actuate the tong motor control valve lever IN BOTH DIRECTIONS to dissipate any residual pressure in the valve and motor.
- 4) Remove the hydraulic SUPPLY line from the equipment.
- 5) Repeatedly actuate the remaining control valve levers IN BOTH DIRECTIONS to dissipate any residual pressure in the remainder of the hydraulic control system.
- 7) Disconnect the hydraulic RETURN line from the equipment.
- 8) Disconnect remaining hoses such as case drains, or lines connected to the turns counter.



HYDRAULIC PRESSURES AS HIGH AS OPERATING PRESSURE MAY REMAIN TRAPPED IN SMALL AREAS OF THE EQUIPMENT. ENSURE ALL MAINTENANCE IS CARRIED OUT BY A QUALIFIED SERVICE TECHNICIAN, AND THAT ADEQUATE PERSONAL PROTECTIVE EQUIPMENT IS USED TO GUARD AGAINST PRESSURE INJURIES

1. ☐ Perform an initial wash of the tool in order to remove the majority of dirt and grease build-up. Ensure adequate containment is in place to prevent environmental contamination from residual hydraulic fluid and dirty grease.
2. ☐ Remove the access panel on the side of the tong directly adjacent to the shifter mechanism.
3. ☐ Clean the interior of the tong thoroughly, using either water (do not use a pressure washer), or an appropriate solvent-based grease-cutting cleaner such as Varsol. Ensure adequate containment is in place to prevent environmental contamination from residual hydraulic fluid, dirty grease, and cleaning agents. Make a note if any metal shavings or metal pieces are flushed out of the gear train cavity - if shavings or metal pieces are seen the tong must be overhauled before it is returned to service.
4. ☐ Clean the exterior of the tool thoroughly, using either water (do not use a pressure washer), or an appropriate solvent-based grease-cutting cleaner such as Varsol. Ensure adequate containment is in place to prevent environmental contamination from residual hydraulic fluid, dirty grease, and cleaning agents.
5. ☐ Inspect all fasteners and fastener safety wires. Replace any missing fasteners - use Grade 8 bolts only. Re-torque all external fasteners to SAE specifications.
6. ☐ Inspect backing pin(s). If cracked, broken, or bent it (they) must be replaced.
7. ☐ Repair or replace any damaged or missing external body parts, such as torque gauge mounts, hydraulic supports, safety door protectors, etc.
8. ☐ Inspect all paint - locations in which the paint has been damaged must be repaired prior to storage. Prepare areas to be painted to ensure they are free of grease, dirt, or solvent. Touch up using a solvent-based acrylic paint - "Farr Blue" is paint number RAL.5005. Allow sufficient time for paint to dry before proceeding.
9. ☐ Perform a liberal lubrication of the equipment - refer to Maintenance section of manual to determine lubrication points. Generously fill the gear train housing with grease through the access panel, and also through the opening in the rotary gear.
10. ☐ Connect the equipment to a hydraulic power unit. Ensure all lines are fully made up to prevent equipment damage from excessive back pressure. Do not neglect to connect the motor drain.
11. ☐ Energize power unit.
12. ☐ Rotate tong for one minute, stop, and reverse the direction of rotation for another minute, ending with the opening of the rotary gear facing the gear train. De-energize the power unit, and perform another generous lubrication of the gear train, including the gear housing.

13. ☐ Energize power unit. Rotate tong for one minute, stop, and reverse the direction of rotation for another minute, ending with the opening of the rotary gear facing the gear train.
 14. ☐ De-energize the power unit, and perform a third generous lubrication of the gear train, including the gear housing.
 15. ☐ Energize power unit, and rotate the tong for a final time, one minute in one direction, stop, and reverse the direction of rotation for another minute, this time ending with the rotary gear in the "open throat" position.
 16. ☐ Extend all hydraulic cylinders, and inspect cylinder rods for signs of mechanical damage, flaking, or rust. Farr recommends that damaged cylinders be replaced prior to storage.
- If you are using a frame-mounted tool, the tong must be lowered onto the backup in order to remove the risk of sudden and catastrophic movement when pressure is removed from the float cylinders. Cover the top of the backup with protective cloth to protect the paint on the backup. Place two wooden beams across the top of the tong, ensuring that the beams have a minimum size of 4" x 4" x the width of the tong. Cover the tops of the wooden beams with more protective cloth to prevent paint damage to the tong. When lowering the tong onto the beams, ensure that the beams come into flat contact with the bottom of the tong, away from bearing caps, brake bands, or other protrusions on the bottom of the tong. Ensure that the tong hanger chains are loose, but not dangling into contact with the hangers or top plate of the tong.
17. ☐

DEPRESSURIZATION PROCEDURE FOR STORAGE:

- 1) Rotate the tong to the "open throat" position.
 - 2) Exercise each hydraulic cylinder several times - open the tong and backup doors (if equipped), retract and extend the remote backing pin ramp (if equipped), retract and extend the float cylinders. Leave all cylinders except for the door cylinders in their fully retracted position. The general idea is to have as little of the chrome cylinder rods exposed as possible.
 - 3) De-energize the power unit.
 - 4) Repeatedly actuate the tong motor control valve lever IN BOTH DIRECTIONS to dissipate any residual pressure in the valve and motor.
 - 5) Remove the hydraulic SUPPLY line from the equipment.
 - 6) Repeatedly actuate the remaining control valve levers IN BOTH DIRECTIONS to dissipate any residual pressure in the remainder of the hydraulic control system.
 - 7) Connect a low-pressure air supply line (10 PSI or less) to the hydraulic supply line, and force a small amount of the remaining hydraulic fluid from the valve assembly - this will allow for thermal expansion of the hydraulic fluid if the equipment is stored or transported in high ambient temperatures. Failure to do this may result in damaged or destroyed seals in the equipment.
 - 8) Disconnect the hydraulic RETURN line from the equipment.
 - 9) Disconnect remaining hoses such as case drains, or lines connected to the turns counter.
18. ☐ If any hydraulic fittings or hoses are leaking they must be repaired or replaced before proceeding.
 19. ☐ Wipe all excess grease from outside of equipment. Replace the access door panel. Use a solvent-based cleaner on rags to wipe all external surfaces to remove residual grease or hydraulic fluid. Once the outside surfaces have been degreased, wipe all external surfaces with clean water to remove residual solvent.
 20. ☐ Farr recommends that chain slings be removed and stored separately. Rigid slings and other rigid suspension devices may remain in place.
 21. ☐ Apply grease or heavy oil to all exposed cylinder rods.
 22. ☐ Farr recommends that an anti-corrosive agent such as Tectyl® 506 be applied to all external surfaces EXCEPT cylinder rods (including chain slings). Refer to manufacturer data sheets for proper application and safety information.



DO NOT ALLOW ANTI-CORROSIVE AGENTS TO CONTACT CYLINDER RODS. CYLINDER ROD DAMAGE WILL OCCUR.

23. ☐ Allow the anti-corrosive coating ample time to dry - refer to manufacturer data sheets for drying times at room temperature.
24. ☐ Wrap entire assembly in 100 gauge (1 mil) corrosion-inhibiting wrap, at least 3 layers thick. Attempt to ensure that the tool is well-sealed within the wrapping, including the bottom.

If possible, store in a sealed, climate controlled environment. If isolated storage is not available, Farr recommends storing your wrapped equipment in a secure, out-of-the-way location, using silica gel desiccant to reduce the humidity within the wrapping. As a guideline, use 125 g. of desiccant for each cubic metre of space, or 3.5 g. per cubic foot.

CALCULATION OF REQUIRED DESICCANT

- 1) Calculate the trapped air volume by measuring the outside dimensions of the tool to be stored, and treat that as the volume to be stored. For example, the external dimensions of a KT20000 20" power tong are 80.25" x 50.5" x 28", which calculates to an approximate volume of 113500 in³, or 66 ft³ (1.87 m³).
- 2) Multiply the calculated air volume, in cubic feet, by the recommended amount of desiccant per cubic foot. Carrying forth the example used in the previous step, the required desiccant charge would be 3.5 g. x 66 ft³, equaling 231 g. Several manufacturers offer silica gel desiccant in packaged quantities of 125 grams per bag, so two packages of desiccant would be required. Please keep in mind that this is a guideline only - more or less desiccant may be required in extreme environmental conditions.

For best corrosion resistance the equipment should be removed from storage and exercised on a regular basis, depending on the storage environment. Farr recommends that for equipment stored in a salt-water maritime or exposed dusty environment, repeat steps 9 through 24 monthly. For equipment stored in isolated storage in a non-maritime environment, repeat steps 9 through 24 quarterly. Replace desiccant packs at this time - depleted desiccant packs may be treated as regular dunnage.

M. TUBULAR CONNECTION EQUIPMENT RECOMMISSIONING PROCEDURE

Perform the following recommissioning procedures when removing tubular connection equipment from short or long-term storage back into regular service. These procedures are essential for ensuring proper equipment preparation and operation. The following procedures also assume that the decommissioning and storage procedures recommended by Farr have been strictly observed.

1. ☐ Remove all protective plastic wrapping. If there are desiccant packs with the assembly, they may be disposed of with the regular garbage.
2. ☐ Remove the access panel on the side of the tong directly adjacent to the shifter mechanism.
3. ☐ Wipe excess grease or heavy oil from exposed cylinder rods.
4. ☐ If applicable, re-connect chain sling to lifting lugs. Perform a visual inspection of all lifting points - if visible damage is seen, including cracks, broken lugs, distorted metal, etc. replace damaged part(s) before placing tong in service. Also inspect all chains, master links, and turnbuckles - again, if any damage is noted replace the damaged part(s) before placing the tong in service. If your company requires yearly certification of lifting equipment, ensure that the most recent test date falls within the past year. Perform recertification if necessary.
5. ☐ Perform a liberal lubrication of the equipment - refer to Maintenance section of manual to determine lubrication points. Generously fill the gear train housing with grease through the access panel, and also through the opening in the rotary gear.
6. ☐ Connect the equipment to a hydraulic power unit. Ensure all lines are fully made up to prevent equipment damage from excessive back pressure. Do not neglect to connect the motor drain.



FAILURE TO ENSURE THAT THE SELF-SEALING SUPPLY AND RETURN LINES ARE FULLY MADE UP MAY RESULT IN CATASTROPHIC EQUIPMENT FAILURE.

7. ☐ Energize power unit.
8. ☐ Ensure that supply pressure is at or above the tong's specified operating pressure, and that the return pressure is less than 350 psi.
9. ☐ Perform a thorough inspection of pressurized hydraulic lines and fittings. Any leaking hydraulic fluid lines or fittings must be replaced before the equipment is returned to service.
10. ☐ Perform a thorough inspection of all seals. Any seal that is leaking or "weeping" must be replaced before the equipment is returned to service.
11. ☐ Rotate tong in low gear for 5 minutes while monitoring pressurized seals and hydraulic lines. If a seal, line, or fitting begins to leak while tong is rotating, it must be replaced before the equipment is returned to service. Finish this step with the rotary gear opening facing the gear train. De-energize the power unit.
12. ☐ Inspect all flexible hydraulic lines for signs of wear, blistering, or any other signs of potential failure - replace if signs of potential failure are identified.
13. ☐ Inspect the gear train housing. If the amount of grease is inadequate, liberally grease the gear train through the access panel, and through the opening in the rotary gear.
14. ☐ Inspect top and bottom brake band linings - replace if necessary. Unequal wear of the brake bands indicates that the brake band tension is not evenly adjusted. Refer to the maintenance section of the manual for instructions on properly adjusting brake bands. Ensure that all grease is wiped from brake band linings and the parts of the cage plates that come into contact with the brake band linings.
15. ☐ Re-install access panel. Install a set of pre-inspected jaws that are the correct size for the pipe or casing being run.
16. ☐ Install load cell. If using a tension load cell, perform a visual inspection and replace any cracked, broken, or distorted components including links and chains. If using a compression load cell, replace any component that has been crushed or otherwise distorted through compression.
17. ☐ If applicable, inspect the load cell anchor pins (tension load cell only). Replace the anchor pins if cracking or metal distortion is seen.
18. ☐ If applicable, the weld securing the single load cell anchor to the bridge bar main plate must be inspected (compression load cell only). If the integrity of the weld has been compromised, the tong must be removed from service until the weld is repaired. The load cell beam will need to be disconnected and removed so the weld is visible. Before re-installing the beam, liberally grease the anchor pin before reinserting into the load cell beam.
19. ☐ Re-energize power unit.

20. ☐ *Perform a full functional test of the equipment including, if applicable, backup components and float frame components. Report and correct any hydraulic leaks from the hydraulic valve bank, or from any hydraulic cylinders that are used.*
21. ☐ *If using a frame-mounted tong and backup system, raise the tong off the beams that it is resting upon. Remove the beams and protective cloths - inspect the paint on top of the backup and the bottom of the tong to ensure it has not been damaged by the beam.*
22. ☐ *Test safety door feature (if equipped). Open the tong door(s), and attempt to rotate the cage plate at low speed (low gear) in both directions (makeup and breakout). If cage plate begins rotating, the safety door mechanism is not functional, and the tong must be removed from service until the safety door mechanism can be repaired. If the safety door is operating correctly, cage plate rotation will not be inhibited once the door is closed and latched.*



NEVER OPERATE YOUR EQUIPMENT WITH A BYPASSED OR MALFUNCTIONING SAFETY DOOR

23. ☐ *While rotating the cage plate, ensure that the jaws properly cam. If the jaws do not cam properly, the brake bands need to be tightened. Incrementally adjust both the top and bottom brake bands EQUALLY until proper cam action is achieved.*
24. ☐ *When all of the previous steps are completed, you may return your re-commissioned equipment to service.*

Adequate maintenance and proper fluid selection is essential for minimizing hydraulic-related failures. All troubleshooting must be performed by a technician trained in hydraulic systems, and familiar with the equipment design, assembly and operation.

The following troubleshooting instructions are intended to be guidelines only. Any faults not solved through the use of this guide should be referred to our engineering department for their evaluation and recommendations.

A. TONG WILL NOT DEVELOP SUFFICIENT TORQUE

1. *Malfunctioning relief valve on tong hydraulic circuit.*
 - a. *POSSIBLE PROBLEM: Relief pressure set too low.*
SOLUTION: Increase setting. To check, block the oil line beyond the relief valve and determine pressure with a gauge.
 - b. *POSSIBLE PROBLEM: Relief valve is stuck.*
SOLUTION: Check for contamination of oil that may inhibit the way the valve actuates. Remove valve and clean, ensuring that the valve spring operates smoothly.
 - c. *POSSIBLE PROBLEM: Relief valve is leaking.*
SOLUTION: Check valve seat for scouring. Check oil seals. Check for particles stuck under the valve system.
2. *POSSIBLE PROBLEM: Directional valve is leaking.*
SOLUTION: Check directional valve. Neutral position should return fluid directly to the reservoir. Replace or repair valve to ensure correct operation.
3. *POSSIBLE PROBLEM: Power unit is not producing adequate pressure.*
SOLUTION: Troubleshoot power unit (see user's manual for your particular unit).
4. *POSSIBLE PROBLEM: Poor hydraulic pressure at the tong despite adequate pressure at the power unit, or excessive back pressure in the return line.*
SOLUTION: Restrictions exist in line between power unit and tong. Inspect integrity of self-sealing couplings to ensure they are allowing full fluid flow. Check to ensure no other restrictions exist (contaminated catch screens or filters, for example).
5. *POSSIBLE PROBLEM: Fluid viscosity is not appropriate (too high or too low).*
SOLUTION: Ensure hydraulic fluid being used is the viscosity recommended by McCoy Drilling & Completions. Power unit pump may not prime if fluid is too heavy, and the hydraulic system will overheat if fluid is too light. Replace with proper viscosity fluid.
SOLUTION: Hydraulic fluid viscosity is affected by environmental conditions. Ensure the fluid being used is suitable for high or low temperatures. Replace with proper viscosity fluid for the operating conditions if necessary.
6. *POSSIBLE PROBLEM: Worn or damaged tong motor causing slippage.*
SOLUTION: Replace or repair worn or damaged motor.
7. *POSSIBLE PROBLEM: Damaged bearings or gears causing excessive drag.*
SOLUTION: Replace or repair worn or damaged gears or bearings.
8. *POSSIBLE PROBLEM: Jaws slipping on pipe.*
SOLUTION: Ensure jaw dies are not worn to the point that they cannot grip. Ensure the correct sized jaws are in use.
9. *POSSIBLE PROBLEM: Torque gauge is indicating incorrectly*
SOLUTION: Incorrect gauge is being used. Ensure gauge is the proper range, and has been properly calibrated for the arm length of the equipment in use.
SOLUTION: Gauge has been damaged. Check gauge operation and calibration on in dependant system.

TONG WILL NOT DEVELOP SUFFICIENT TORQUE Cont'd:

10. **POSSIBLE PROBLEM:** Load cell is measuring incorrectly.

SOLUTION: Incorrect load cell is being used.

SOLUTION: Air is trapped in torque measuring circuit (load cell, hydraulic line, or gauge. Refer to torque measurement troubleshooting in Section 6 of this manual.

SOLUTION: Load cell has been damaged. Replace load cell, or return to McCoy for repair and re-calibration.

11. **POSSIBLE PROBLEM:** Incorrect motor speed selected.

SOLUTION: Maximum torque can only be developed when motor is in the lowest speed. Ensure motor is in low speed.

12. **POSSIBLE PROBLEM:** Incorrect tong gear selected.

SOLUTION: Maximum torque can only be developed when tong is in low gear. Ensure tong is in low gear.



FARR CANADA CORP. GUARANTEES CALIBRATION OF A LOAD CELL/TORQUE GAUGE ASSEMBLY FOR A PERIOD OF ONE YEAR. FARR CANADA CORP. RECOMMENDS THAT THE LOAD CELL/TORQUE GAUGE ASSEMBLY BE RETURNED TO THE FACTORY FOR RE-CALIBRATION ONCE PER YEAR.

B. FAILURE OF JAWS TO GRIP PIPE

1. *POSSIBLE PROBLEM: Dies have become too dull to provide adequate grip.*
SOLUTION: Replace dies.
2. *POSSIBLE PROBLEM: Incorrect jaws are being used.*
SOLUTION: Double-check jaw size to ensure they are rated for the diameter of pipe or casing being run.
3. *POSSIBLE PROBLEM: Incorrect dies are being used*
SOLUTION: Ensure dies loaded in the jaws are appropriate for the type of pipe or casing being run.
4. *POSSIBLE PROBLEM: Brake band(s) is (are) insufficiently adjusted, not allowing jaws to cam properly.*
SOLUTION: Adjust brake bands to give proper resistance to cage plates.
5. *POSSIBLE PROBLEM: Jaw roller broken or worn.*
SOLUTION: Remove jaw assembly and inspect. Replace rollers that are visibly "flat-spotted" or otherwise damaged.

C. TONG RUNNING TOO SLOWLY

1. *POSSIBLE PROBLEM: Obstruction in tong hydraulic circuit preventing adequate flow.*
SOLUTION: Inspect self-sealing couplings to ensure they are properly engaged.
SOLUTION: The main hydraulic lines (supply and discharge) to the tong are obstructed. Remove and clean if required.
2. *POSSIBLE PROBLEM: Power unit is not producing adequate flow or pressure.*
SOLUTION: Troubleshoot power unit (see user's manual for your particular unit).
3. *POSSIBLE PROBLEM: Tong motor is excessively worn and is leaking hydraulic fluid past the vanes.*
SOLUTION: Replace motor, or rebuild as per Section 7 of this manual.
4. *POSSIBLE PROBLEM: Bearings in gear train and rotary section are excessively worn.*
SOLUTION: Overhaul tong. See Section 3 of this manual for tong overhaul procedures.
5. *POSSIBLE PROBLEM: Shifter has malfunctioned and the tong is not shifting to high gear.*
SOLUTION: Inspect and repair shift mechanism as necessary.
6. *POSSIBLE PROBLEM: Two-speed hydraulic motor (if equipped) is not set to correct speed.*
SOLUTION: Check motor, and set to the correct speed if required.
7. *POSSIBLE PROBLEM: Safety door system is not properly adjusted - hydraulic fluid leak past Deltrol valve.*
SOLUTION: Check and adjust safety door system.
8. *POSSIBLE PROBLEM: Hydraulic fluid viscosity too high.*
SOLUTION: Ensure hydraulic fluid meets McCoy Drilling & Completions specifications.
SOLUTION: Ensure hydraulic fluid is appropriate for climatic conditions, especially during cold-weather operation..
9. *POSSIBLE PROBLEM: By-pass valve not functioning.*
SOLUTION: Check and repair.

D. FAILURE OR DIFFICULTY OF TONG TO SHIFT

1. *POSSIBLE PROBLEM: Bent or broken shifter handle.
SOLUTION: Replace shifter handle.*
2. *POSSIBLE PROBLEM: Bent or broken shifter yoke.
SOLUTION: Inspect and replace shifter yoke.*
3. *POSSIBLE PROBLEM: "Frozen" or hard-to-move shifter handle.
SOLUTION: Grease shifter shaft.*
4. *POSSIBLE PROBLEM: Bent or broken shifter shaft.
SOLUTION: Replace.*
5. *POSSIBLE PROBLEM: Locking nuts on shifting shaft have loosened and position of yoke has changed.
SOLUTION: Reposition yoke and re-tighten locking nuts.*
6. *POSSIBLE PROBLEM: Shifting yoke has come loose from shifting shaft
SOLUTION: Inspect yoke and inspect for damage. If free of damage, replace on shaft and tighten locking nuts.*
7. *POSSIBLE PROBLEM: Tong pops out of gear
SOLUTION: Ensure that detent ball & spring assembly has been correctly set.*

H. GENERAL COMMENTS

The following factors generally contribute to poor hydraulic operation and premature wear of equipment:

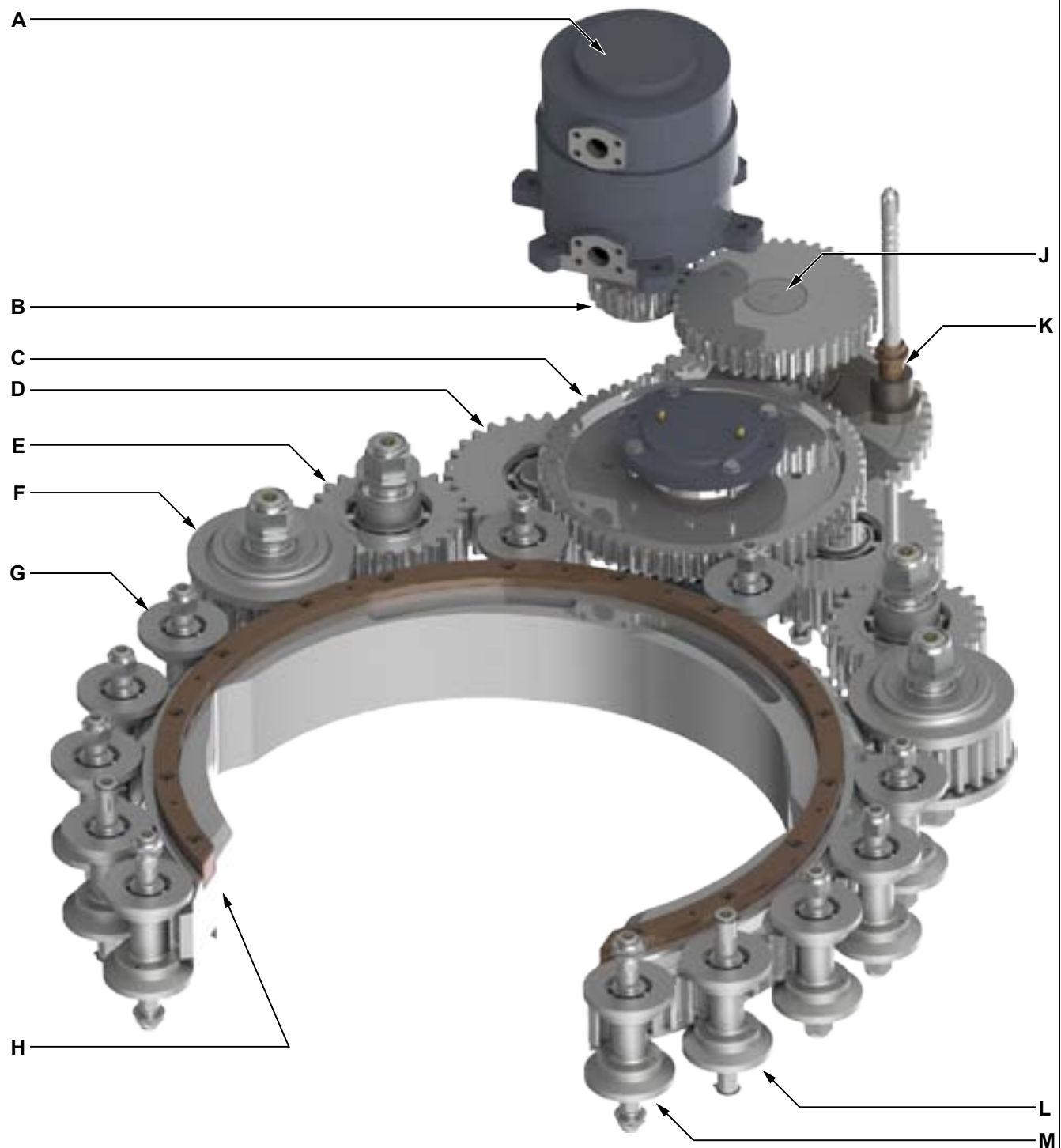
1. *Contaminated hydraulic fluid due to overuse, overheating, or inadequate fluid filtration.*
2. *Unsuitable hydraulic fluid, especially in extreme climatic conditions.*
3. *Defective packing or seals in components of the hydraulic system.*
4. *Poor or incomplete hydraulic system training. Users must be fully qualified to operate the equipment, and have complete understanding of the hydraulic system.*

If your hydraulic troubleshooting procedures involve flow and pressure tests at the power unit, McCoy Completions & Drilling recommends construction of a test rig that can easily be connected to the main suction and discharge ports of the power unit.

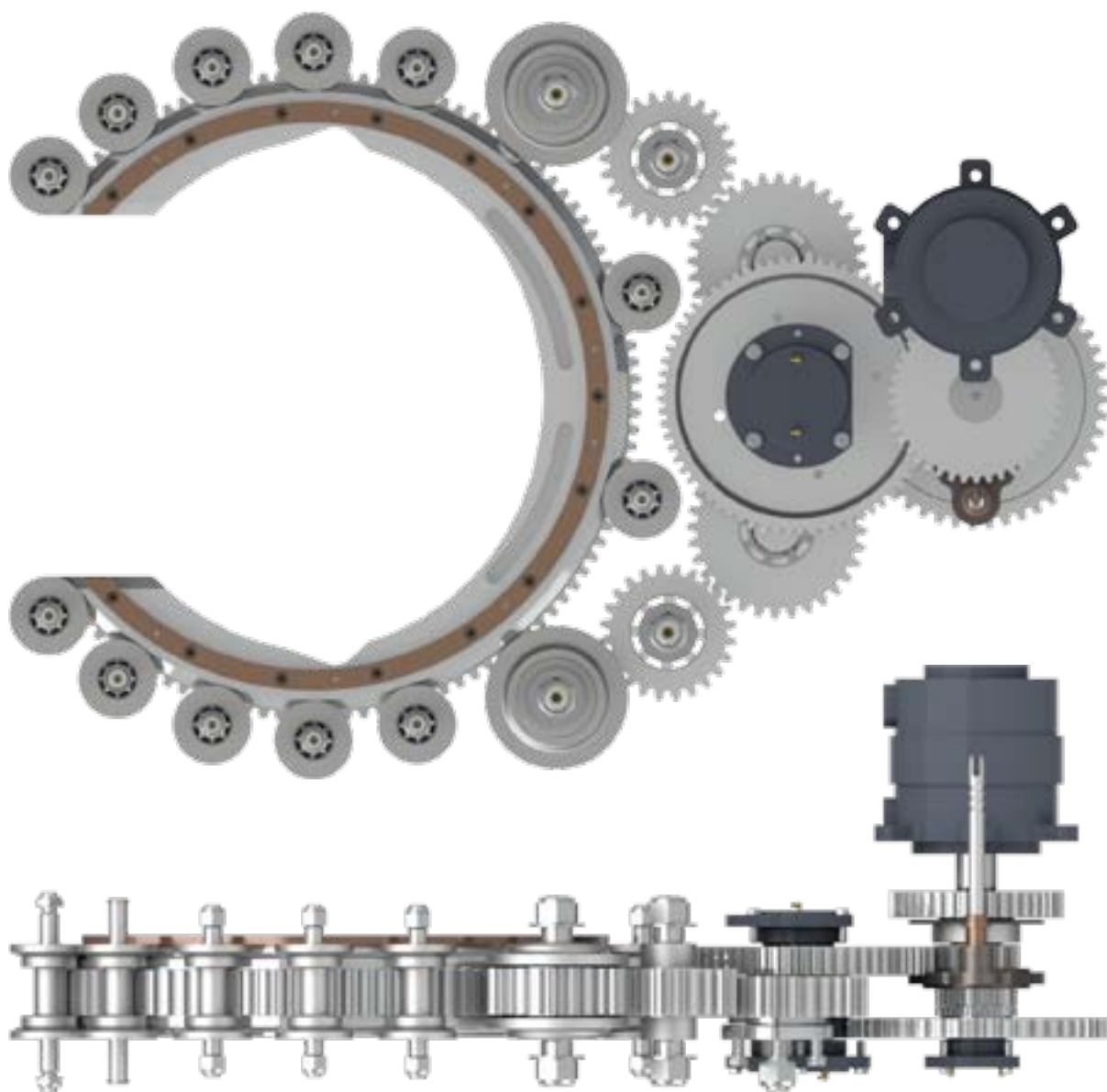
HD22000 80K Tong

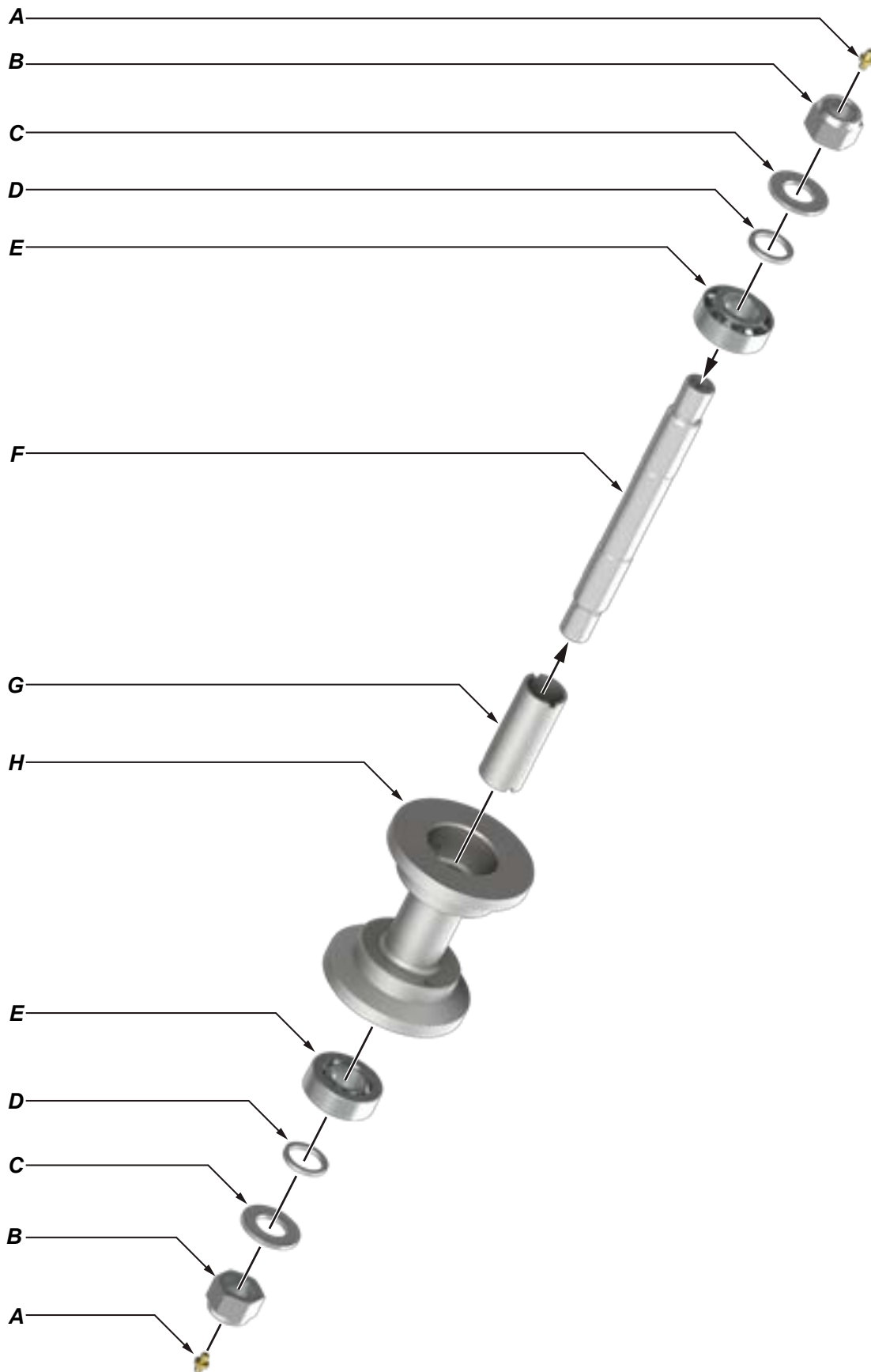
Parts & Assemblies





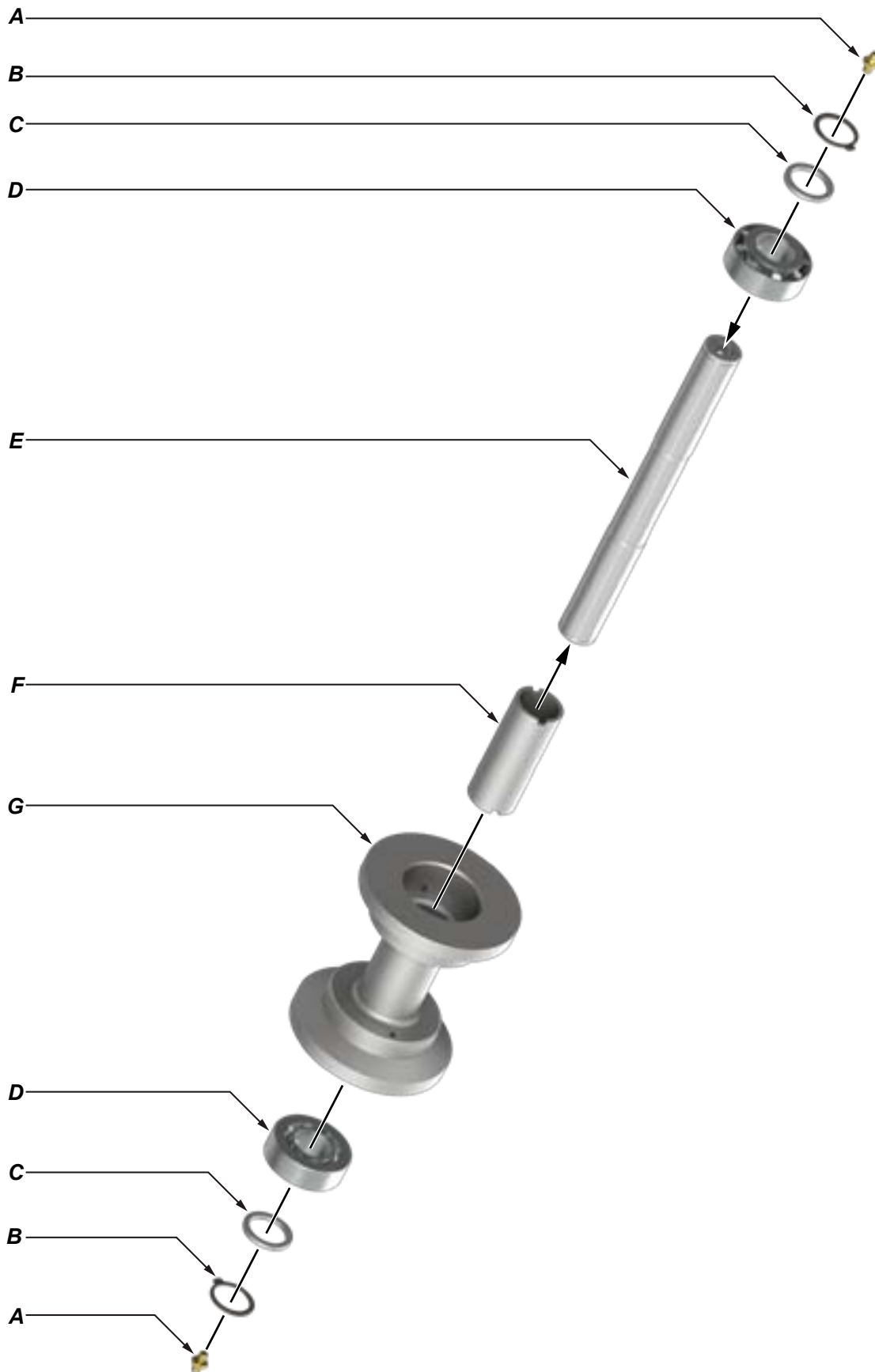
Item	Type	Description	Qty	Part Number
A	Part	Hydraulic Motor	1	87-0150
B	Part	Motor Gear	1	1455-149S
C	Assembly	Pinion Assembly (Pp. 5.16 - 5.17)	1	
D	Assembly	Pinion Idler Assembly (Pp. 5.14 - 5.15)	2	
E	Assembly	Rotary Idler Assembly (Standard) (Pp. 5.12 - 5.13)	2	
F	Assembly	Rotary Idler Assembly With Gear Plate (Pp. 5.10 - 5.11)	2	
G	Assembly	Support Roller (Pp. 5.4 - 5.5)	8	
H	Assembly	Rotary Gear Assembly	1	101-2664
J	Assembly	Clutch Assembly (Pp. 5.18 - 5.19)	1	
K	Assembly	Shifter (See Pp. 5.20 - 5.21)	1	
L	Assembly	Support Roller - Brake Band (Pp. 5.6 - 5.7)	2	
M	Assembly	Door Pivot Support Roller (Pp. 5.8 - 5.9)	2	





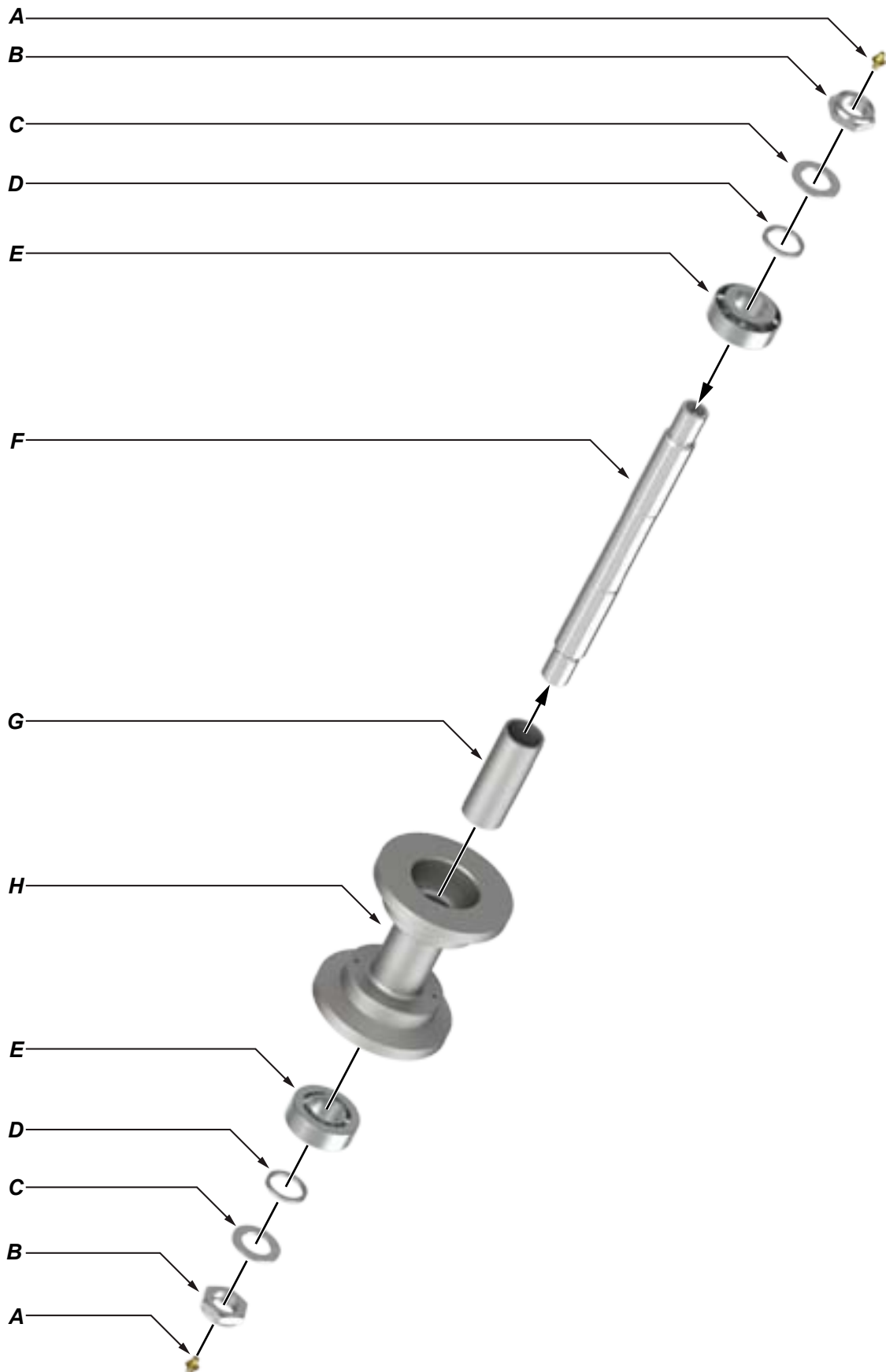


<i>Item</i>	<i>Type</i>	<i>Description</i>	<i>Qty</i>	<i>Part Number</i>
A	Part	1/4-24 NF Grease Fitting	2	02-0097
B	Part	1" UNS Nylock Nut	2	09-9266
C	Part	1" Narrow Flat Washer	2	09-5120
D	Part	Shaft Spacer	2	1393-140
E	Part	Tapered Roller Bearing	2	1393-136
F	Part	Support Roller Shaft	1	1393-131
G	Part	Support Roller Spacer	1	1393-134
H	Part	Support Roller	1	1393-135



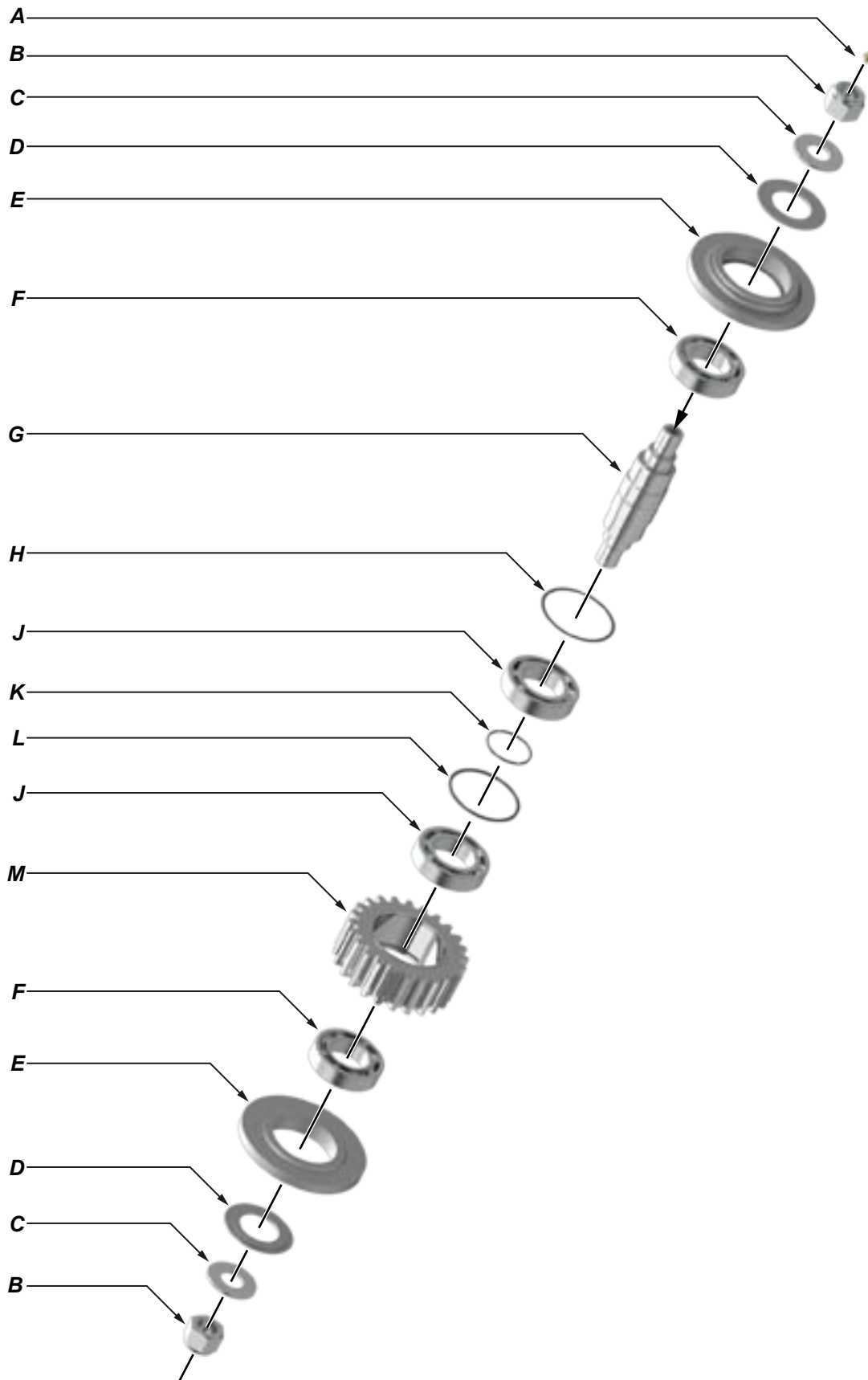


<i>Item</i>	<i>Type</i>	<i>Description</i>	<i>Qty</i>	<i>Part Number</i>
A	Part	1/4-24 NF Grease Fitting	2	02-0097
B	Part	External Snap Ring	2	1429-131-04
C	Part	Shaft Spacer	2	1393-140
D	Part	Tapered Roller Bearing	2	1393-136
E	Part	Support Roller Shaft	1	101-1917
F	Part	Support Roller Spacer	1	1393-134
G	Part	Support Roller	1	1393-135



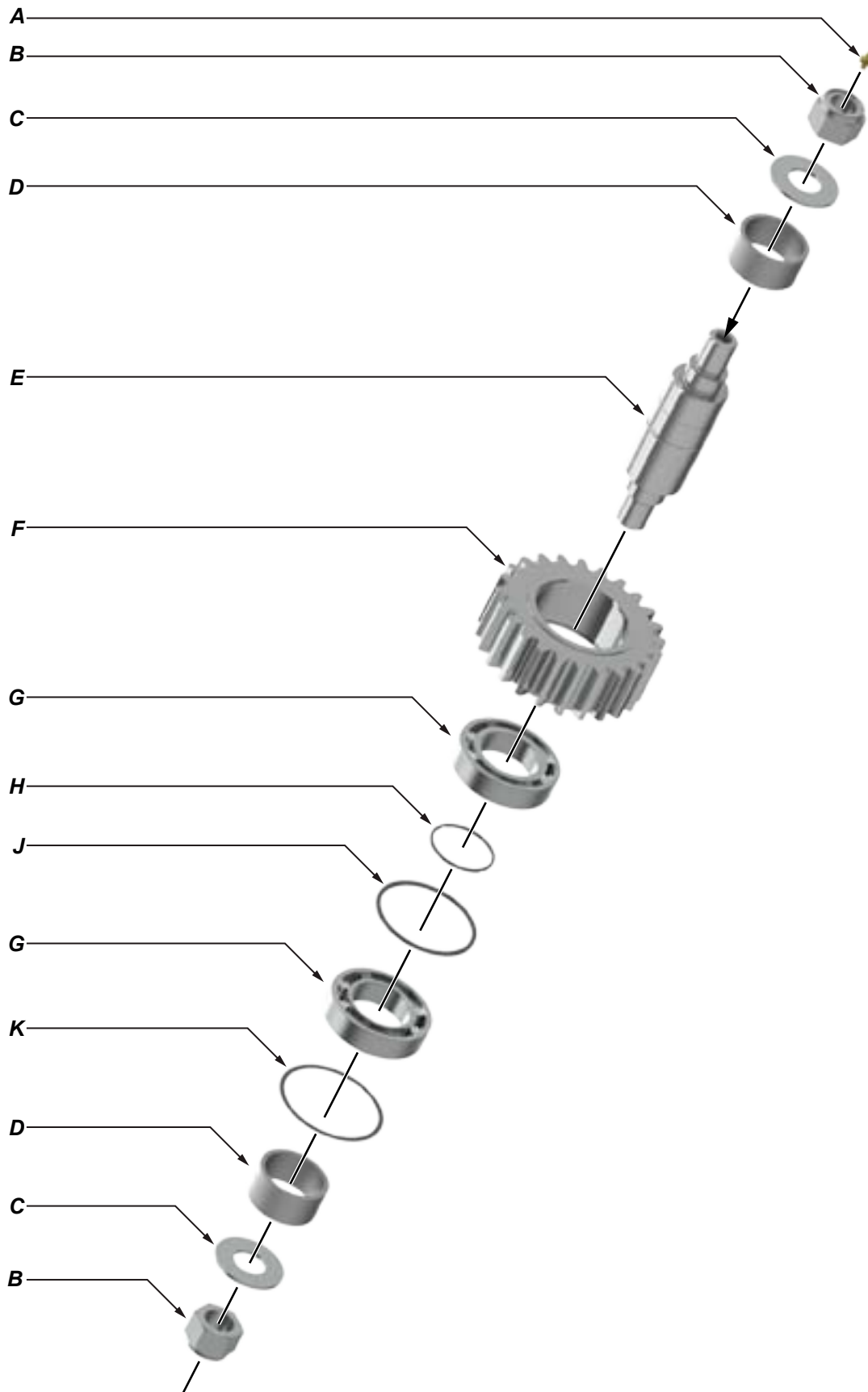


<i>Item</i>	<i>Type</i>	<i>Description</i>	<i>Qty</i>	<i>Part Number</i>
A	Part	1/4-24 NF Grease Fitting	2	02-0097
B	Part	1" UNS Thin Nylock Nut	2	09-9167
C	Part	1" Narrow Flat Washer	2	09-5120
D	Part	Shaft Spacer	2	1393-140
E	Part	Tapered Roller Bearing	2	1393-136
F	Part	Support Roller Shaft	1	101-1918
G	Part	Support Roller	1	1393-135
H	Part	Support Roller Spacer	1	1393-134



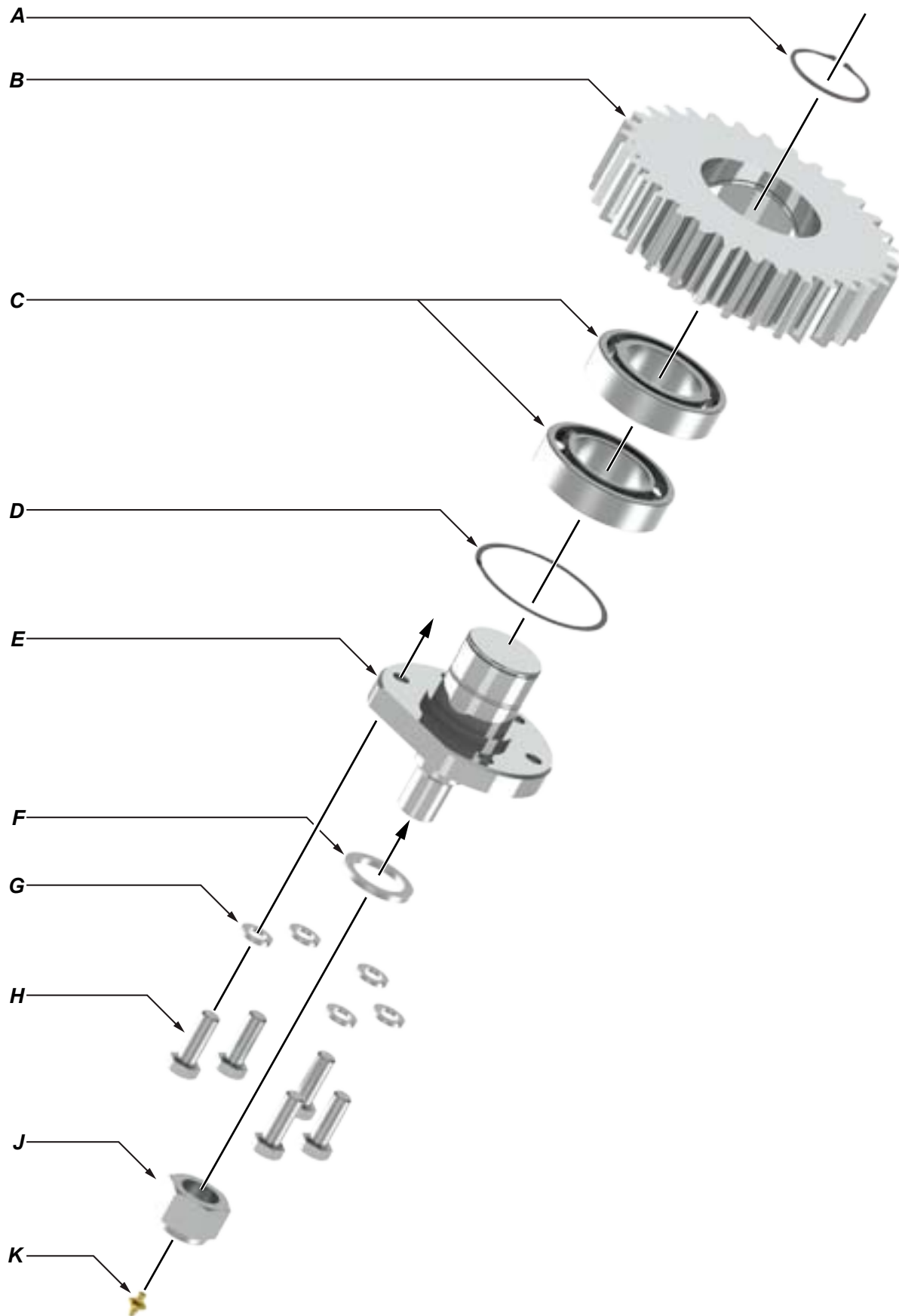


Item	Type	Description	Qty	Part Number
A	Part	Grease Fitting, 1/8" NPT	1	02-0005
B	Part	1-1/2" UNF Nylock Nut	2	02-5640
C	Part	1-1/2" Flat Washer	2	09-5040
D	Part	Rotary Idler Gear Spacer	2	101-2228
E	Part	Idler Gear Plate	2	101-2227
F	Part	Idler Bearing	2	1393-93
G	Part	Rotary Idler Shaft	1	101-2229
H	Part	Retainer Ring	1	1393-110
J	Part	Idler Bearing	2	1393-106
K	Part	Internal Spacer	1	1393-108
L	Part	Outer Spacer	1	1393-109
M	Part	Rotary Idler Gear	1	1393-119



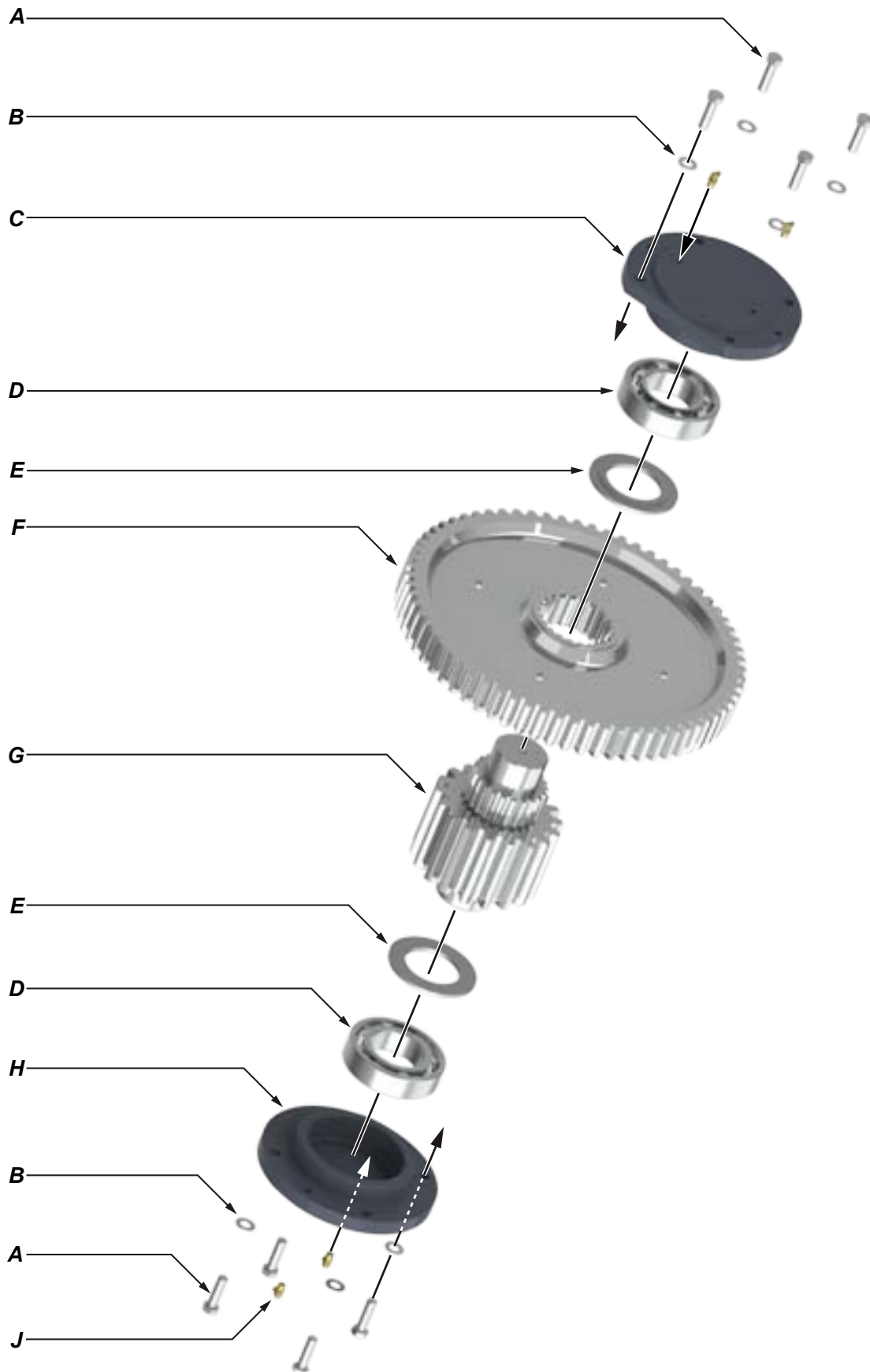


Item	Type	Description	Qty	Part Number
A	Part	Grease Fitting, 1/8" NPT	1	02-0005
B	Part	1-1/2" UNF Nylock Nut	2	02-5640
C	Part	1-1/2" Flat Washer	2	09-5040
D	Part	Rotary Idler Spacer	2	1393-121
E	Part	Rotary Idler Shaft	1	1393-117
F	Part	Rotary Idler Gear	1	1393-119
G	Part	Idler Bearing	2	1393-106
H	Part	Internal Spacer	1	1393-108
J	Part	Outer Spacer	1	1393-109
K	Part	Retainer Ring	1	1393-110



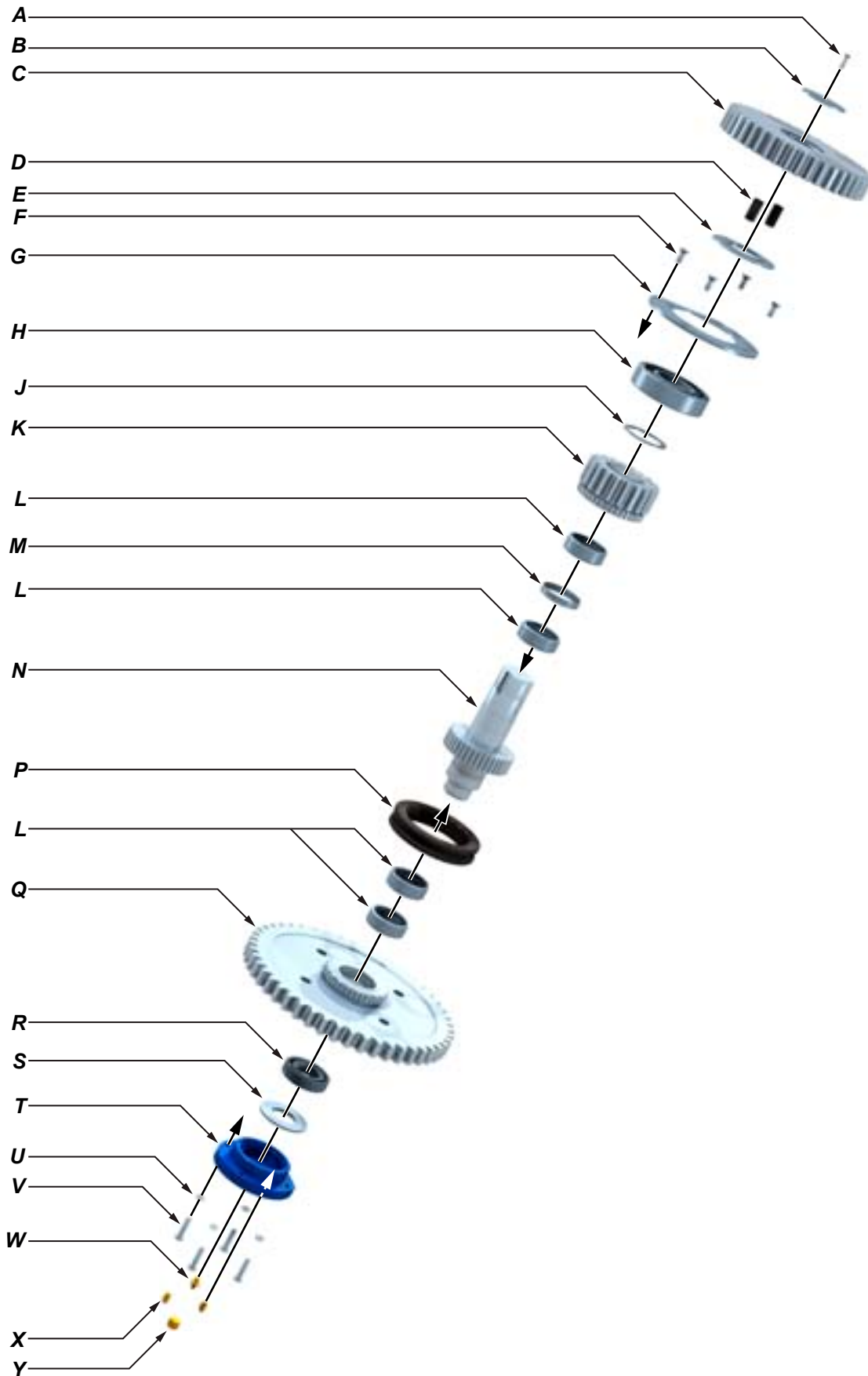


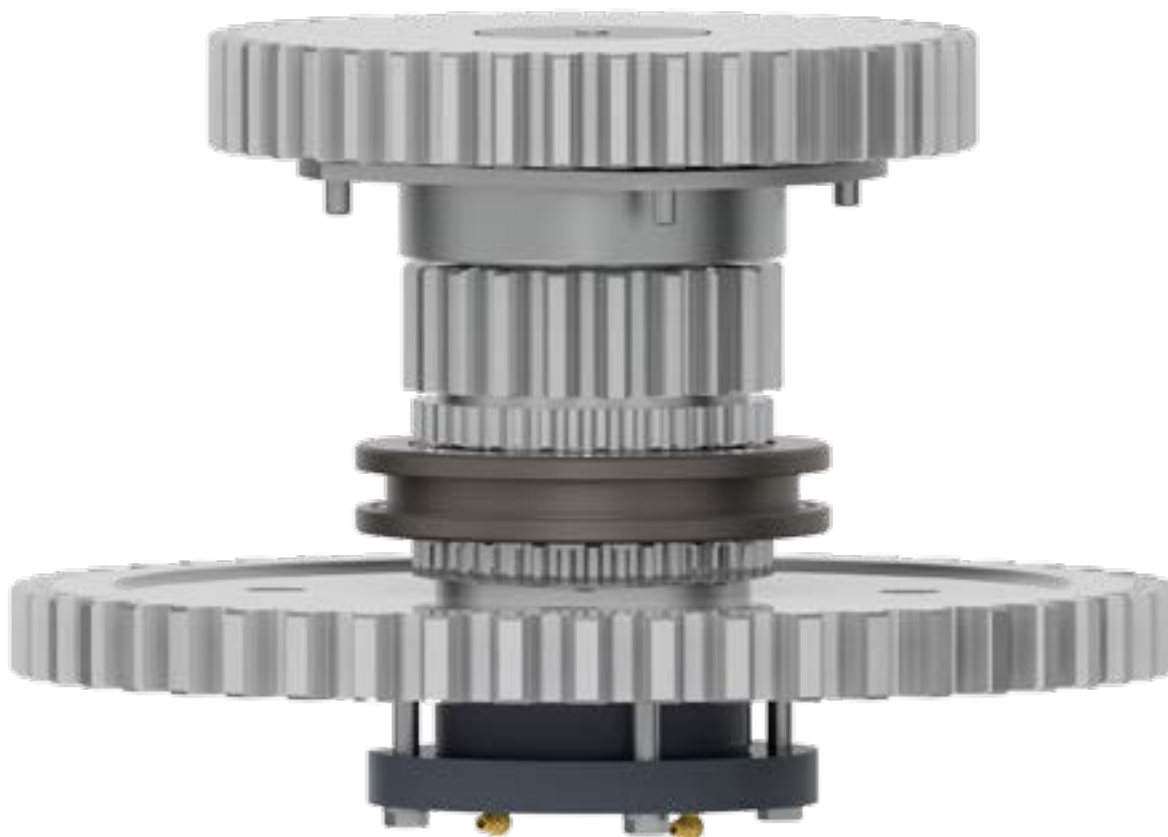
<i>Item</i>	<i>Type</i>	<i>Description</i>	<i>Qty</i>	<i>Part Number</i>
A	Part	Retaining Ring	1	1374-110
B	Part	Pinion Idler Gear	1	1393-120
C	Part	Idler Bearing	2	1393-106
D	Part	Retainer Ring	1	1393-110
E	Part	Pinion Idler Half Shaft	1	1393-105
F	Part	Half-Shaft Spacer	1	1455-105-02
G	Part	3/4" Lock Washer	5	09-5118
H	Part	3/4" UNC x 2" Hex Bolt	5	09-1294
J	Part	1-1/2" UNF Nylock Nut	1	09-5740
K	Part	1/8" NPT Grease Fitting	1	02-0005



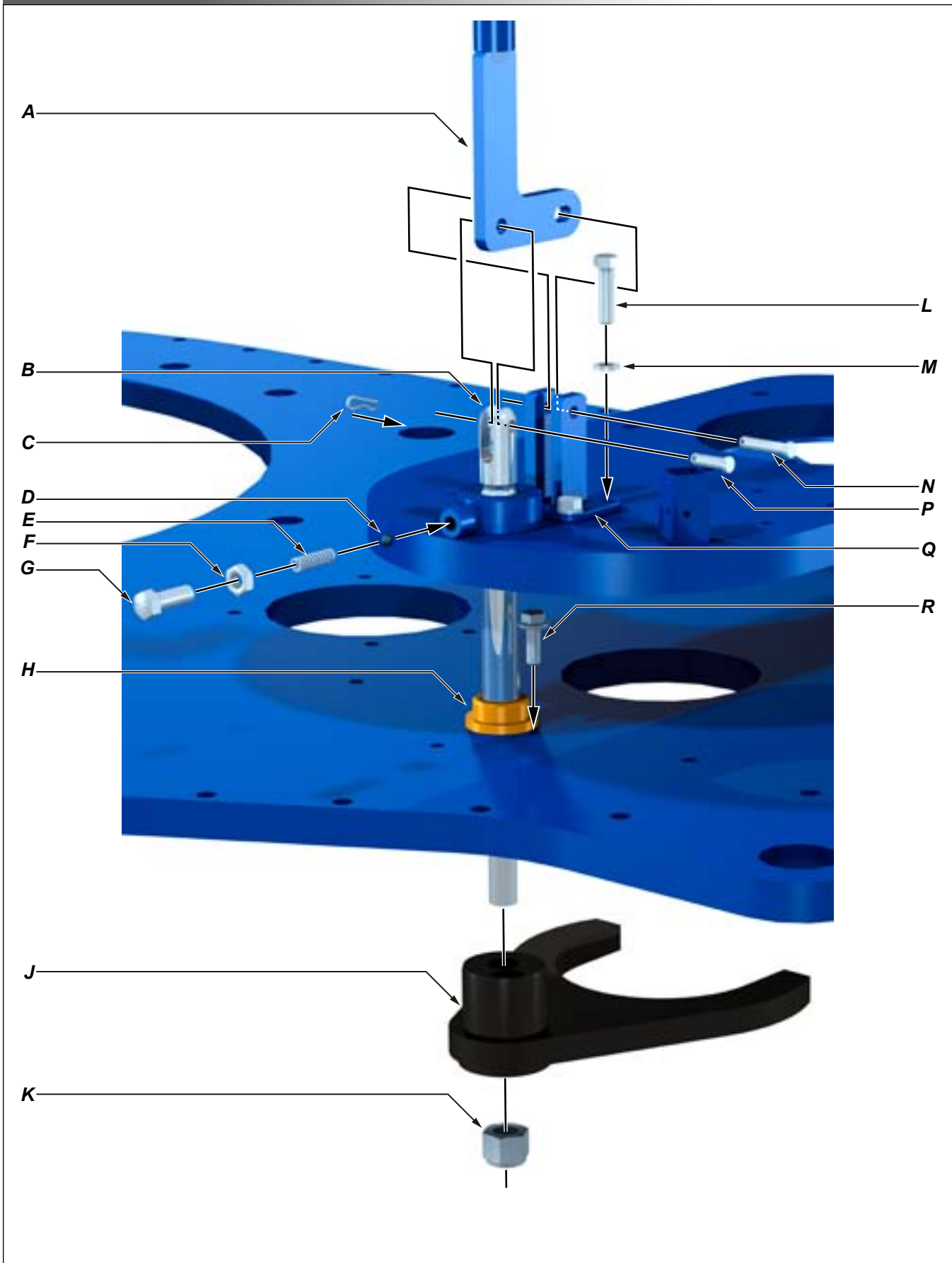


<i>Item</i>	<i>Type</i>	<i>Description</i>	<i>Qty</i>	<i>Part Number</i>
A	Part	1/2" NC x 1-3/4" Hex Bolt	8	09-2172
B	Part	1/2" Lock Washers	8	09-5110
C	Part	Top Pinion Bearing Cap	1	1455-89
D	Part	Pinion Bearing	2	1393-93
E	Part	Pinion Gear Spacer	2	1393-94
F	Part	Low Pinion Gear	1	1393-88
G	Part	High Pinion Gear / Pinion Gear Shaft	1	1455-86
H	Part	Bottom Pinion Bearing Cap	1	1393-89A
J	Part	1/8" NPT 90° Grease Fitting	4	02-0093

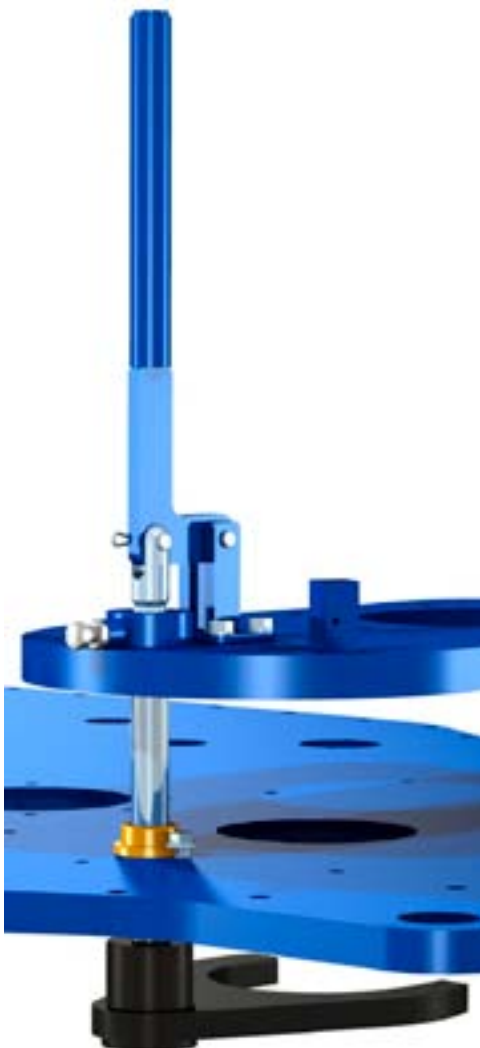




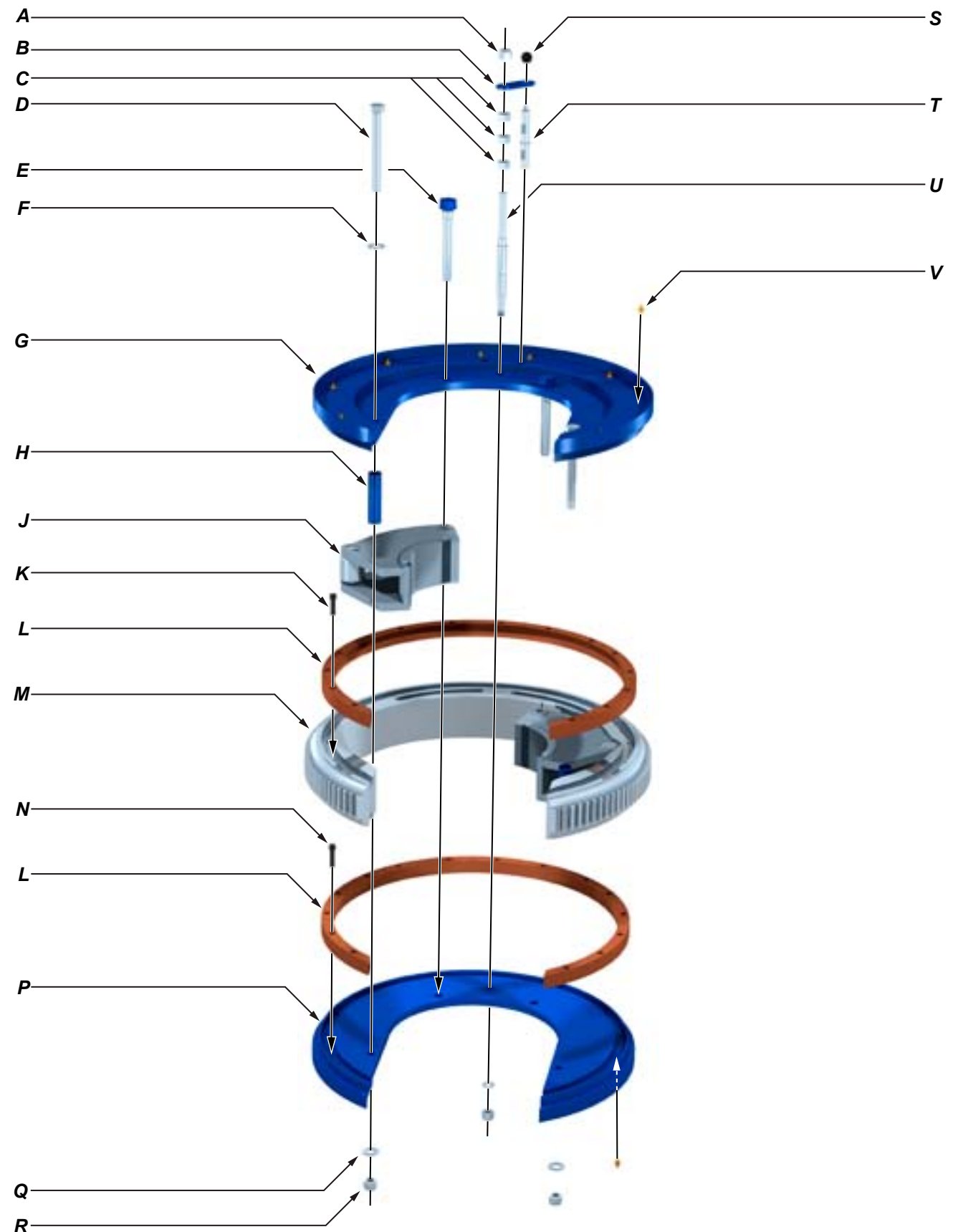
Item	Type	Description	Qty	Part Number
A	Part	1/4" UNC x 1" Hex Socket Flat Head Cap Screw	1	09-4007
B	Part	Gear Retainer Plate	1	1393-50-04
C	Part	Drive Gear	1	1455-61
D	Part	Square Key 1/2" x 1/2" x 1-1/2"	2	
E	Part	Clutch Shaft Spacer	1	1393-50-03
F	Part	3/8" UNC x 1" Hex Flat Head Cap Screw	4	09-4046
G	Part	Clutch Bearing Plate	1	1393-57
H	Part	Top Clutch Bearing	1	1393-56
J	Part	Clutch Shaft Spacer	1	1393-50-01
K	Part	Low Clutch Gear	1	1393-52
L	Part	Needle Roller Bearing	4	1393-53
M	Part	Inner Spacer	1	1393-52-01
N	Part	Clutch Shaft	1	1393-50
P	Part	Shifting Collar	1	1393-62
Q	Part	High Clutch Gear	1	1455-51
R	Part	Bottom Clutch Bearing	1	1393-55
S	Part	Clutch Shaft Spacer	1	1393-50-02
T	Part	Clutch Bearing Cap	1	1393-54
U	Part	3/8" Lock Washer	4	09-5106
V	Part	3/8" UNC x 1-3/4" Hex Bolt	4	09-1557
W	Part	1/8" NPT Grease Fitting	1	02-0005
X	Part	1/8" NPT 90 Deg. Grease Fitting	2	02-0093
Y	Part	Parker Countersunk Hex-Head Plug 219P 219P-8:1	1	



Motor mount weldment
shown without side body
weldment for clarity.

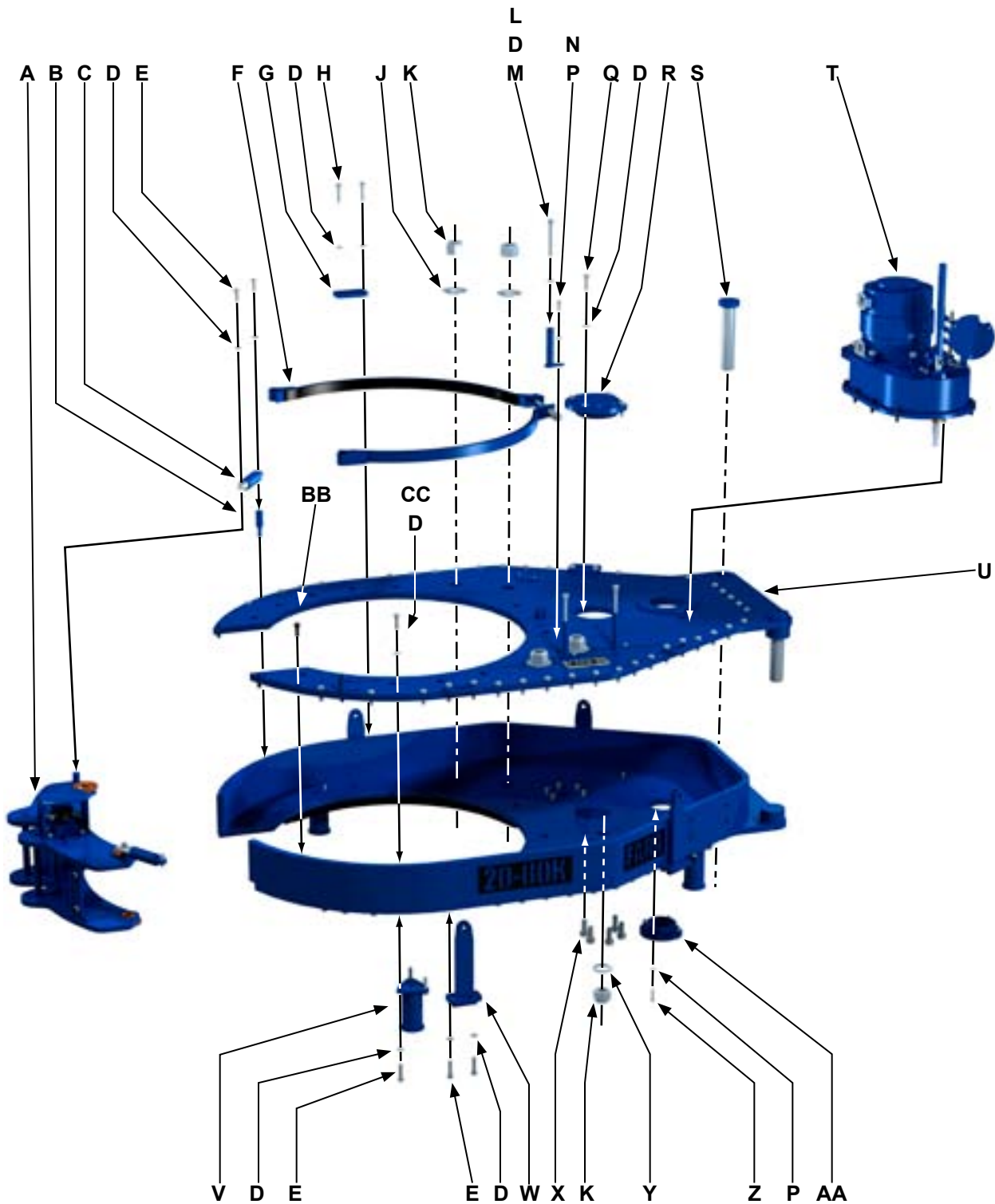


Item	Type	Description	Qty	Part Number
A	Weldment	Shifting Handle Weldment	1	101-1749
B	Part	Shifting Shaft	1	101-3756
C	Part	HITCH PIN .0930 X 1.125, Spaenaur CP-83H	2	02-0274
D	Part	Detent Ball	1	02-0018
E	Part	Detent Spring	1	997-0-64
F	Part	7/16" UNF Hex Jam Nut	1	09-5508
G	Part	7/16" UNF x 1-1/4" Hex Bolt	1	09-1608
H	Part	Bottom Shifter Bushing	1	1393-78
J	Weldment	Shifting Fork Weldment	1	101-1934
K	Part	3/4" UNC Nylock Nut	1	1429-39-02
L	Part	3/8" UNC x 1-1/2" Hex Bolt	4	09-1553
M	Part	3/8" Lock Washer	4	09-5106
N	Part	5/16" x 1-1/2" Clevis Pin	1	09-0256
P	Part	5/16" x 1" Clevis Pin	1	02-0020
Q	Weldment	Shifter Lug Weldment (Bolted)	1	101-3757
R	Part	3/8" UNC x 1" Flange Bolt	1	09-0112



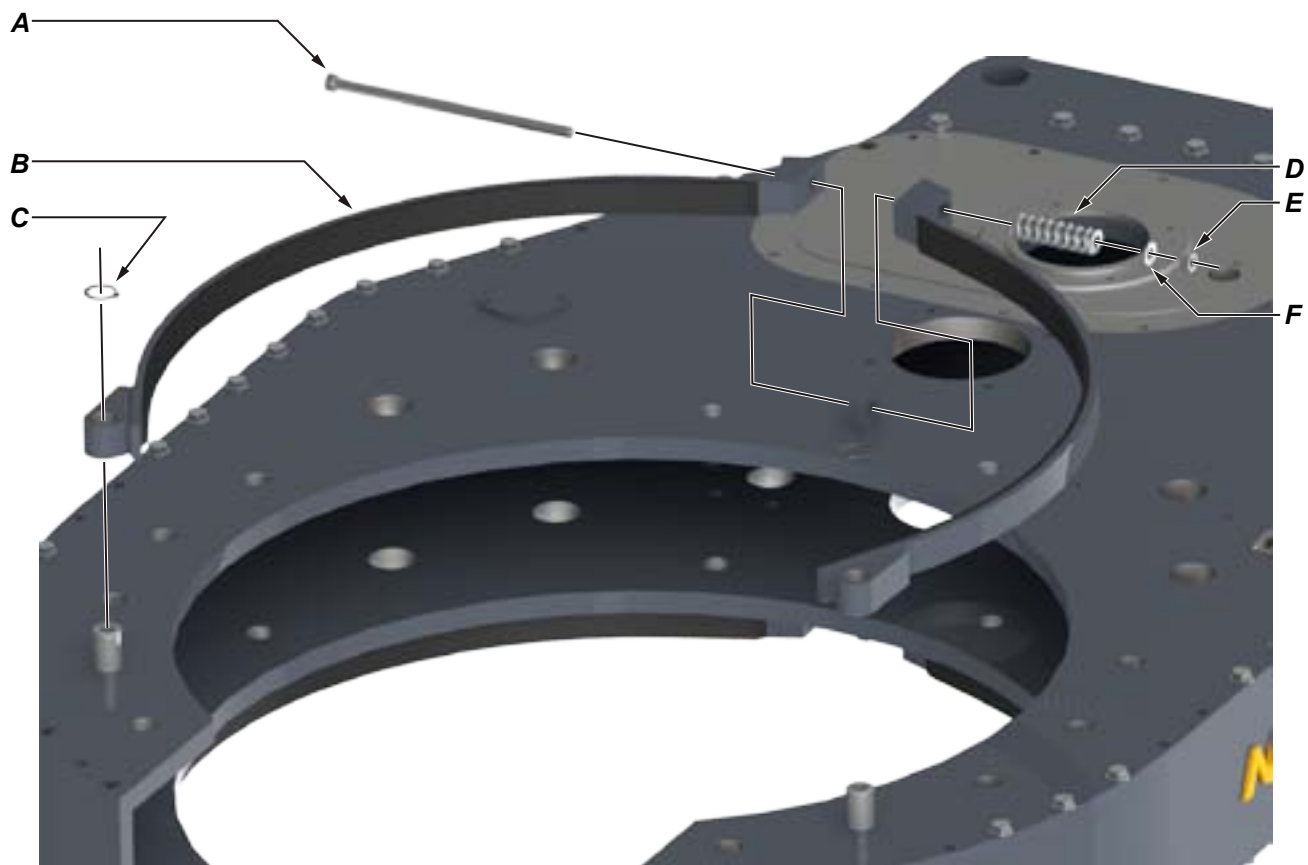


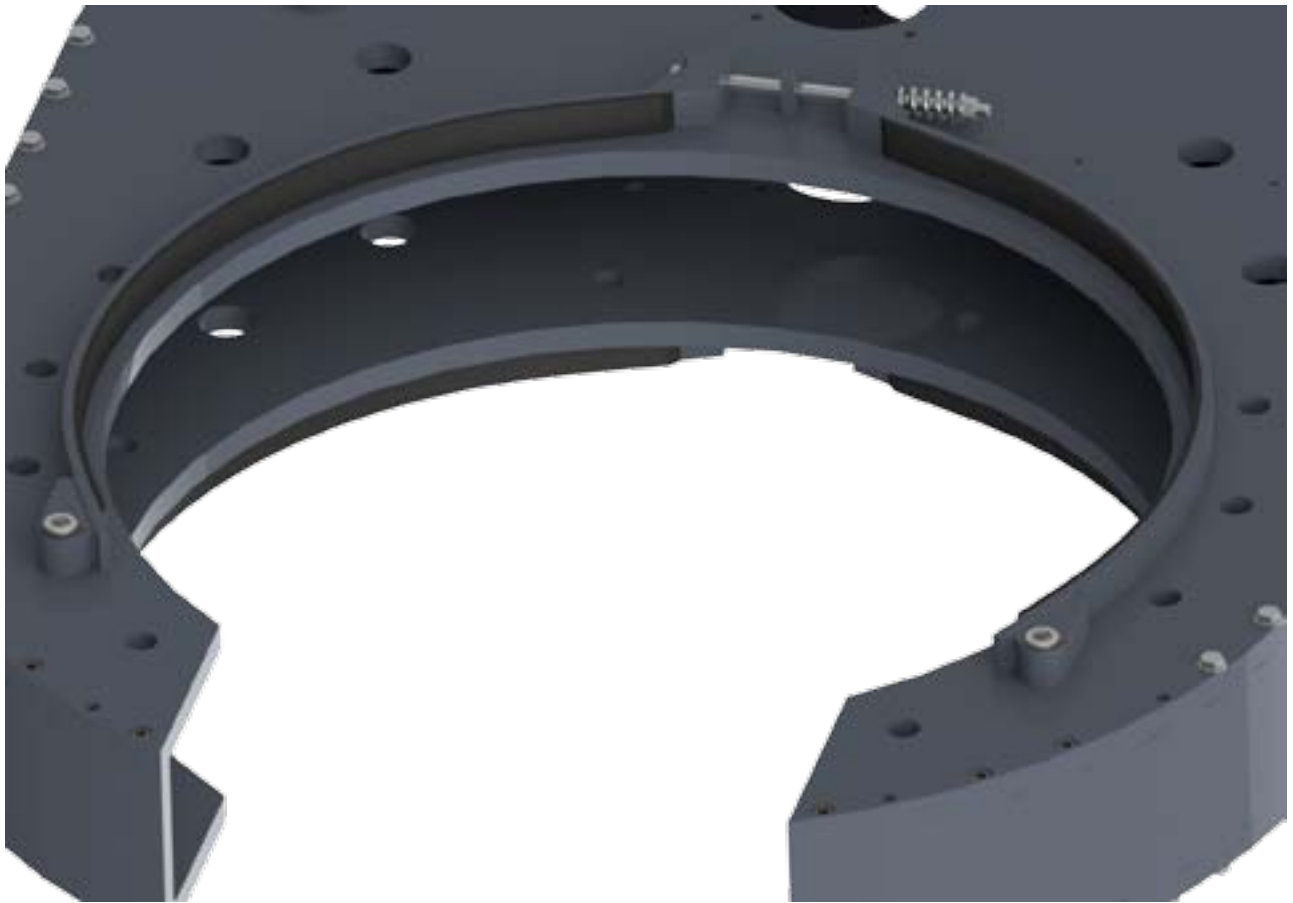
<i>Item</i>	<i>Type</i>	<i>Description</i>	<i>Qty</i>	<i>Part Number</i>
A	Part	7/8" UNC Nylock Nut	1	09-9177
B	Part	Backing Pin Retainer	1	101-3752
C	Part	7/8" UNC Hex Nut	3	09-5822
D	Part	1" x 8" Hex Bolt	2	09-0286
E	Part	Jaw Pivot Bolt	2	101-2676
F	Part	1" Narrow Flat Washer	2	09-5120
G	Part	Top Cage Plate	1	101-2671
H	Part	Cage Plate Spacer	2	101-1899
J	Assembly	Jaw Assembly (13-5/8" shown)	2	See Pg. 2.11
K	Part	1/2" UNC x 2" Hex SHCS	15	09-0234
L	Part	Support Ring	2	101-2669
M	Part	Rotary Gear	1	101-2668
N	Part	1/2" UNC x 2-1/4" Hex SHCS	15	09-2175
P	Part	Bottom Cage Plate	1	101-2670
Q	Part	1" Narrow Flat Washer	3	09-5120
R	Part	1" UNC Nylock Nut	3	09-5725
S	Part	Backing Pin Knob	1	02-0017
T	Part	Backing Pin	1	101-3695
U	Part	Rear Cage Plate Bolt	1	101-3753
V	Part	1/8" NPT Grease Fitting	16	02-0005



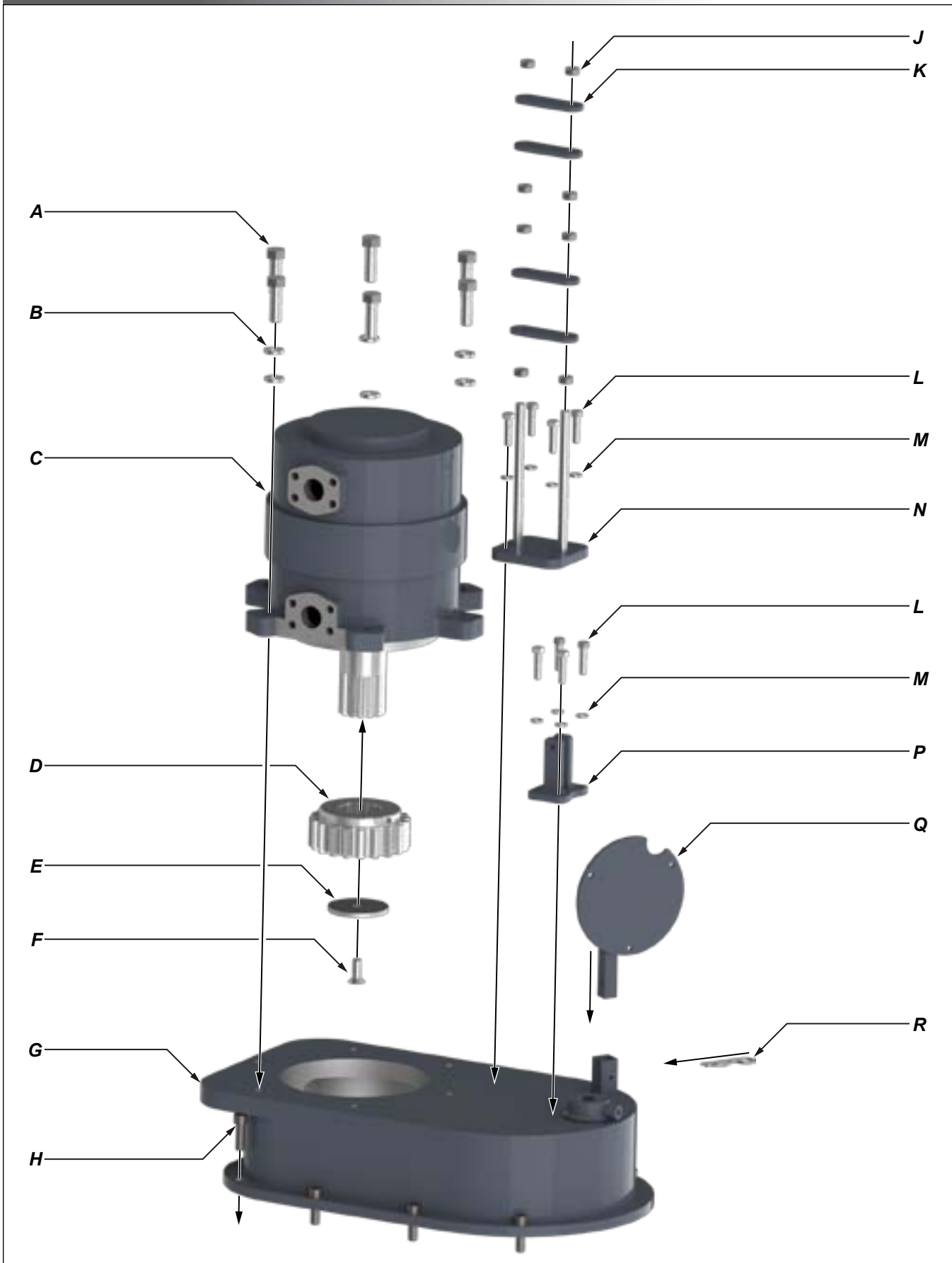


Item	Type	Description	Qty	Part Number
A	Assembly	Tong Door Assembly	1	See Pp. 5.30 - 5.31
B	Part	Door Cylinder Mounting Lug	2	101-1796
C	Assembly	Door Stop Cylinder (See Pp. 5.30 - 5.31)	2	1037-A4-144
D	Part	1/2" Lock Washer	107	09-5110
E	Part	1/2" UNC x 1-1/4" Hex Bolt	4	09-1168
F	Weldment	Brake Band Weldment (See Pp. 5.26 - 5.27)	4	1455-29-01
G	Part	Hanger Bracket Base	4	101-3783
H	Part	1/2" UNC x 2-1/4" Hex Bolt	28	09-1175
J	Part	1-1/2" Flat Washer	8	09-5040
K	Part	1-1/2" UNF Hex Nut	10	09-5740
L	Part	1/2" UNC x 4-1/2" Hex Bolt	3	09-1184
M	Weldment	Valve Mount Weldment	3	101-1442
N	Part	3/8" UNC x 1" Hex Bolt	3	09-1046
P	Part	3/8" Lock Washer	7	09-5106
Q	Part	1/2" UNC x 1-3/4" Hex Bolt	8	09-2172
R	Part	Top Pinion Bearing Cap	1	1455-89
	Part	Bottom Pinion Bearing Cap (not shown)	1	1393-89A
S	Part	Anchor Pin	2	AX07-003
	Part	HITCH PIN .148 X 2.938 (not shown)	2	
T	Assembly	Motor and Motor Mount	1	See Pp. 5.28 - 5.29
U	Part	Top Plate	1	101-5504
V	Weldment	Leg Weldment	4	101-3685
W	Weldment	Chain Sling Hanger Weldment	4	101-3781
X	Part	3/4" NC x 2" Hex Bolt	10	09-1294
	Part	3/4" Lock Washer (not shown)	10	09-5118
Y	Part	Half-Shaft Spacer	2	1455-105-02
Z	Part	3/8" NC x 1-3/4" Hex Bolt	4	09-1557
AA	Part	Clutch Bearing Cap	1	1393-54
BB	Part	1/2" NC x 1-1/4" Hex Socket Head Cap Screw	10	09-2168
CC	Part	1/2" NC x 1-3/4" Hex Bolt	66	09-2172



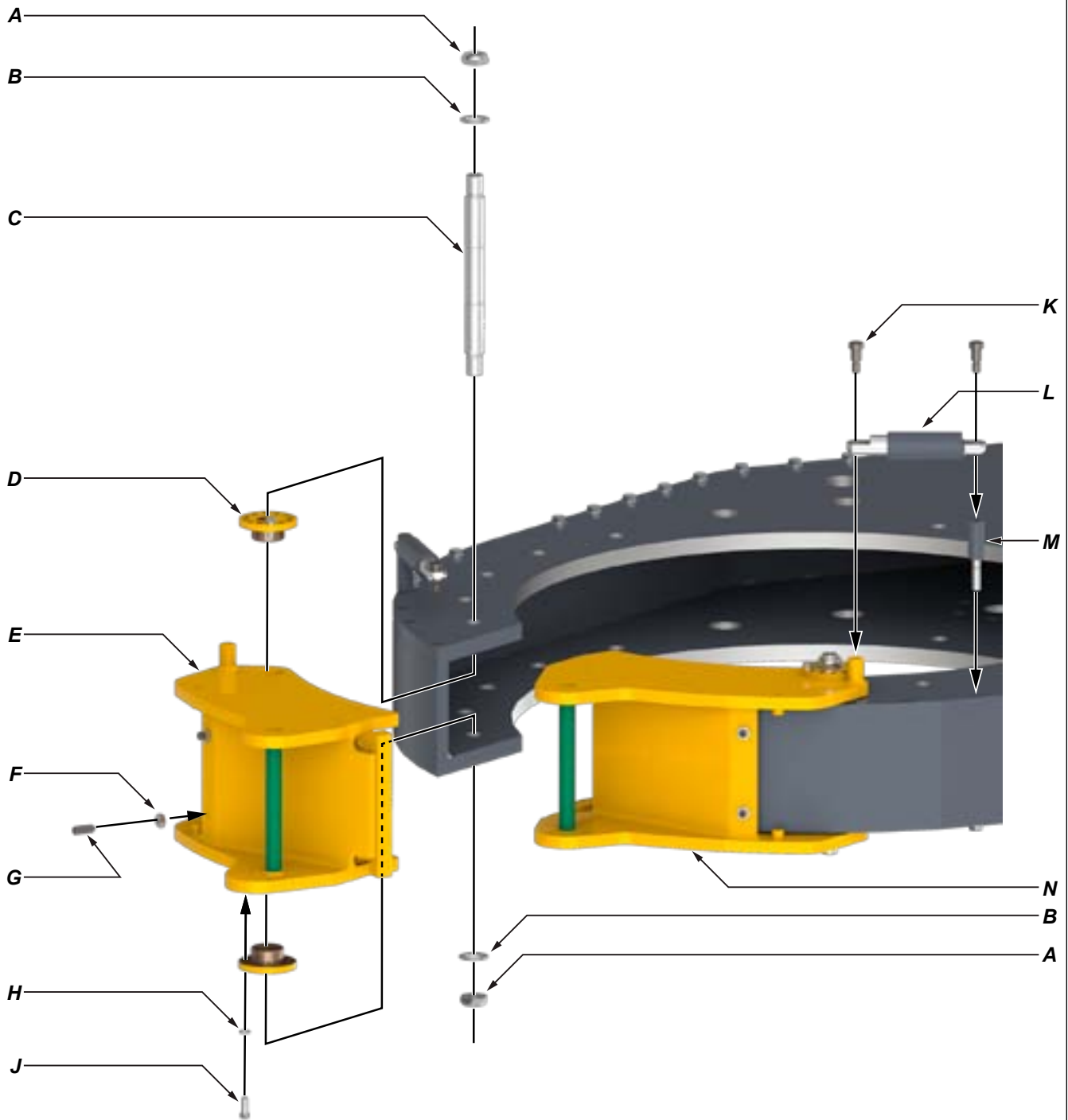


<i>Item</i>	<i>Type</i>	<i>Description</i>	<i>Qty</i>	<i>Part Number</i>
A	Part	1/2" NC x 11" Hex Bolt	2	09-1208
B	Weldment	Lined Brake Band Weldment	4	1455-29-01
C	Part	1" External Snap Ring	4	1404-131-04
D	Part	Adjustment Spring	2	1404-29-04
E	Part	1/2" UNC Thin Nylock Nut	2	09-5610S
F	Part	1/2" Narrow Flat Washer	2	09-5119



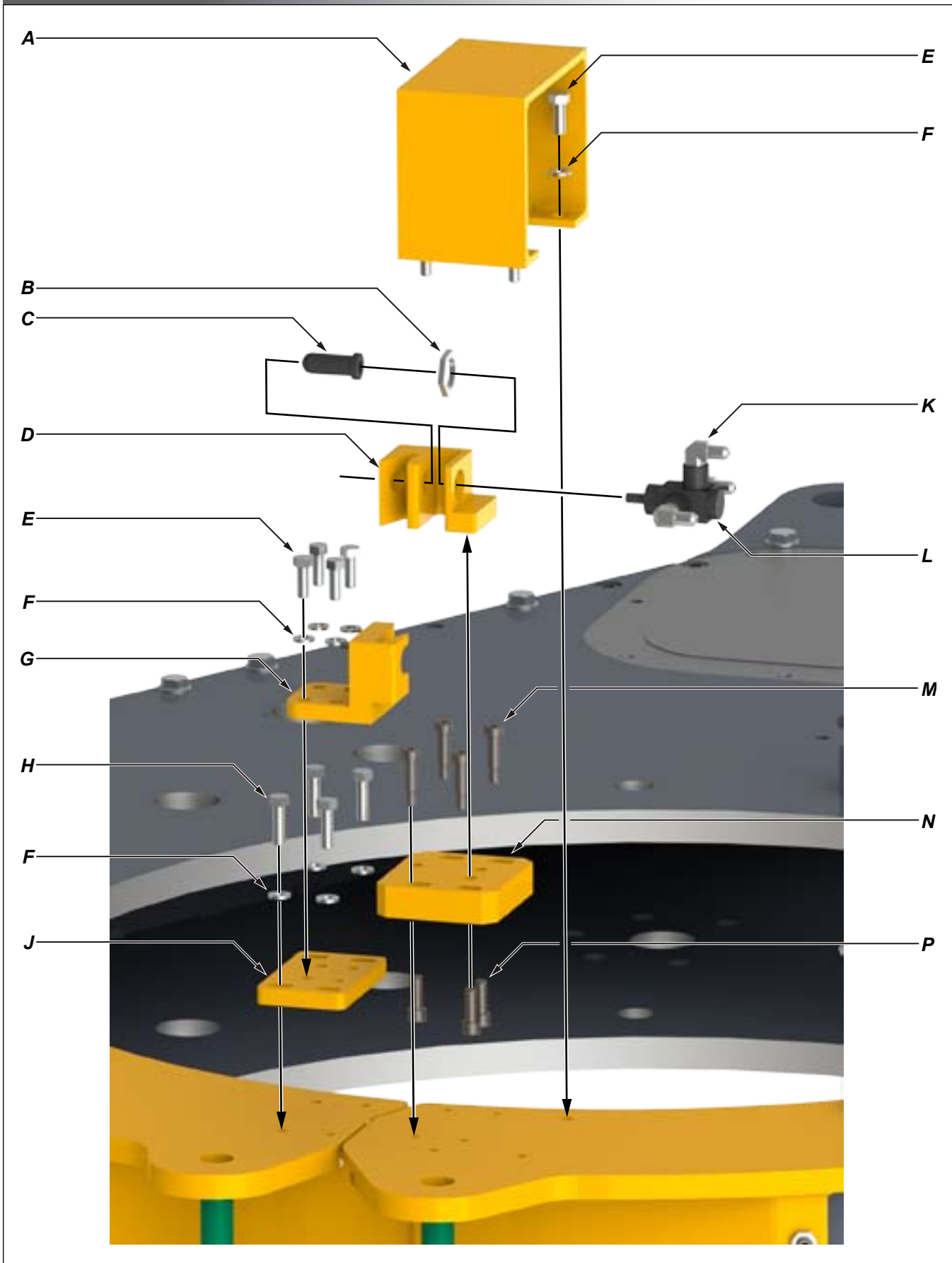


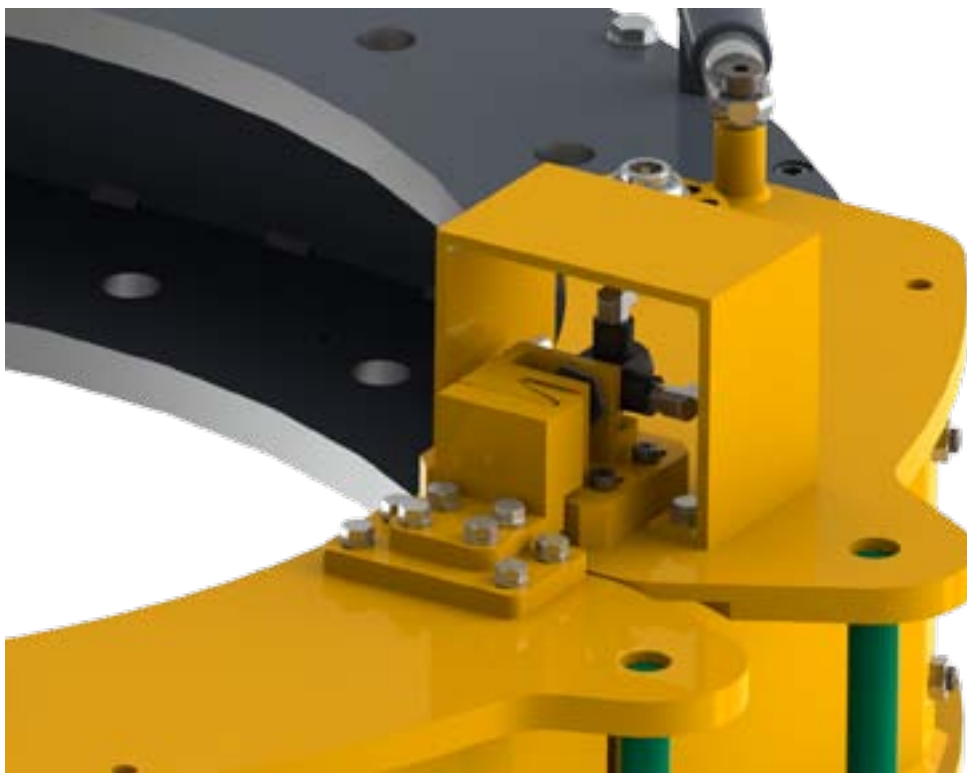
Item	Type	Description	Qty	Part Number
A	Part	5/8" UNC x 2" Hex Bolt	6	09-1234
B	Part	5/8" Lock Washer	6	09-5114
C	Part	Hydraulic Motor	1	87-0150
D	Part	Motor Gear	1	1455-149S
E	Part	Motor Gear Retainer Plate	1	101-2200
F	Part	1/2" UNF x 3/4" Hex Socket Flat Head Countersunk Cap Screw	1	09-4164
G	Weldment	Motor Mount Weldment	1	101-3754
H	Part	1/2" UNC x 1-1/2" Hex Socket Head Cap Screw	8	09-2170
J	Part	1/2" UNC Hex Jam Nut	8	09-5810
K	Part	Clamp Plate	4	101-3777
L	Part	3/8" UNC x 1-1/2" Hex Bolt	8	09-1553
M	Part	3/8" Lock Washer	8	09-5106
N	Weldment	Hydraulic Support Base Weldment	1	101-3779
P	Part	Shifter Lug	1	101-3757
Q	Weldment	Torque Gauge Mount Weldment	1	1500-09-03A
R	Part	HITCH PIN .148 X 2.938	1	
S	Part	1/8" NPT 90° Grease Fitting (not shown)	1	02-0093



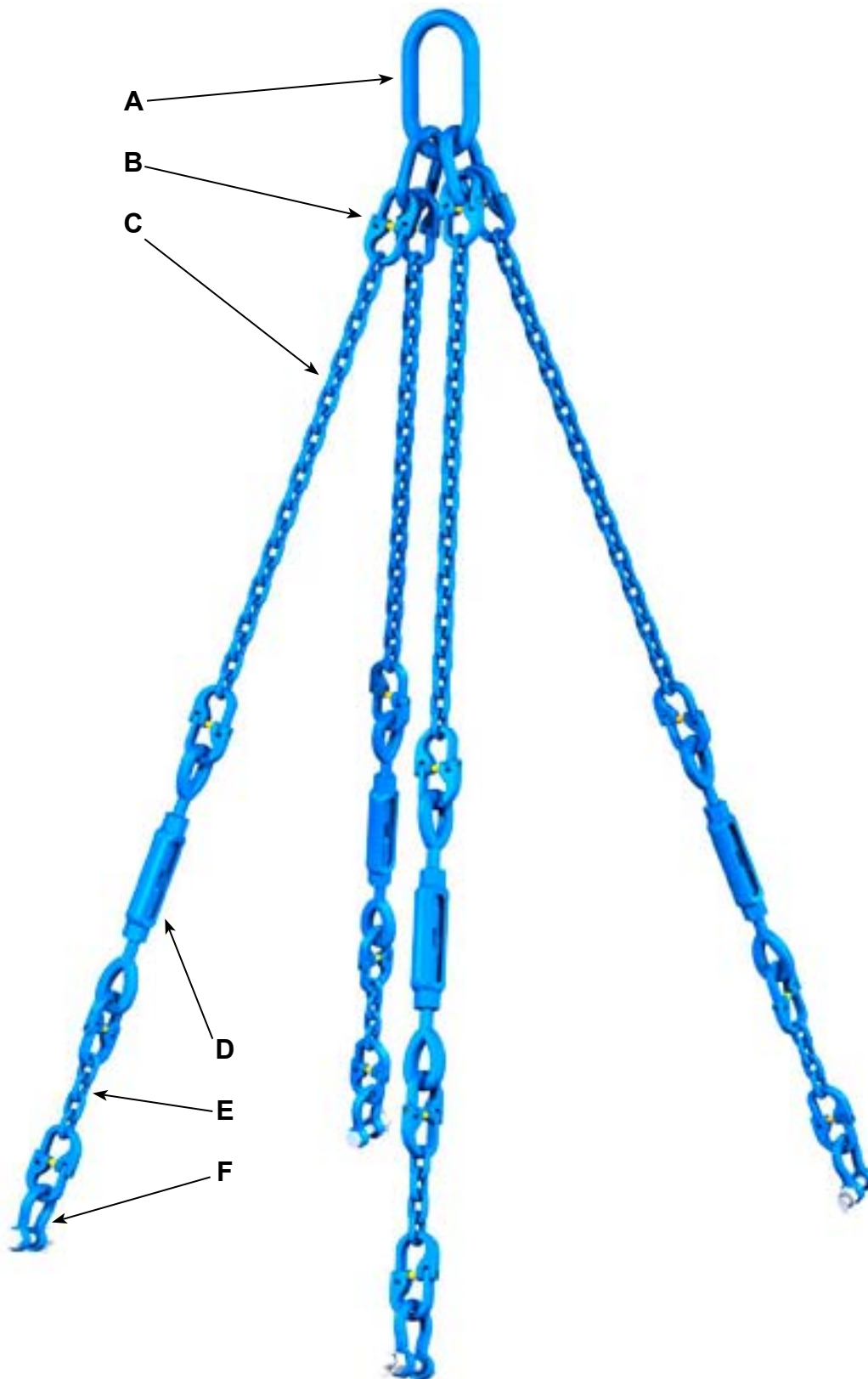


Item	Type	Description	Qty	Part Number
A	Part	1" UNS Thin Nylock Nut (Support Roller)	4	09-9167
B	Part	1" Narrow Flat Washer (Support Roller)	4	09-5120
C	Part	Door Pivot Roller Shaft (See Pp. 5.8 - 5.9)	2	101-1918
D	Part	Door Adjustment Cam	4	101-2251
E	Weldment	RH Door Weldment	1	101-5510
F	Part	1/2" UNC Jam Nut	4	09-5810
G	Part	1/2" UNC x 1-1/2" Cone Point Set Screw	4	
H	Part	3/8" Lock Washer	4	09-5106
J	Part	3/8" UNC x 1" Hex Bolt	4	09-1046
K	Part	5/8" x 3/4" Hex Socket UNC Shoulder Bolt	4	09-0049
L	Assembly	Door Cylinder Assembly	2	1037-A4-144
M	Part	Cylinder Mounting Lug	2	101-1796
N	Weldment	Left Hand Door Weldment	1	101-5513





Item	Type	Description	Qty	Part Number
A	Weldment	Safety Door Switch Guard Weldment	1	101-3761
B	Part	15/16" Valve Lock Nut	1	09-0278
C	Part	Load Plunger	1	AE12-306
D	Part	Safety Door Latch Block	1	AE13-301S
E	Part	3/8" UNC x 1" Hex Bolt	7	09-1046
F	Part	3/8" Carbon Steel Lock Washer	11	09-5106
G	Part	Safety Door Latch Block	1	AE13-302M
H	Part	3/8" UNC x 1-1/4" Hex Bolt	4	09-1048
J	Part	Spacer Plate	1	101-3760
K	Part	1/4 inch NPT - JIC 90 degree elbow	3	08-0824
L	Part	Deltrol Gauge Isolator Valve GI21S	1	08-0337M
M	Part	3/8" x 1" Hex Socket UNC Shoulder Bolt	4	09-1118
N	Part	Safety Door Plate	1	101-3759
P	Part	3/8" UNC x 1" Hex SHCS	3	09-1738





ALL FASTENERS USED DURING REASSEMBLY OF LOAD-BEARING COMPONENTS (CHAIN SLINGS, RIGID SLINGS, BACKUP LEGS) MUST BE TIGHTENED TO THE CORRECT TORQUE. THREADED FASTENERS USED IN LOAD-BEARING DEVICES MUST BE SECURED WITH RED LOCTITE™.

<i>Item</i>	<i>Type</i>	<i>Description</i>	<i>Qty</i>	<i>Part Number</i>
	Assembly	Chain Sling		101-3762
A	Part	Master Link	1	02-0517
B	Part	Hammer Lock Connector (4 per chain)	16	02-0607
C	Part	25 Link Chain Set (Front)	2	101-0377
	Part	23 Link Chain Set (Rear)	2	101-0376
D	Part	Turnbuckle	4	02-6506
E	Part	4 Link Chain Set	4	101-0378
F	Part	Shackle Assembly	4	02-9063



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A. BASIC TORQUE MEASUREMENT

Basic torque measurements are performed using a simple hydraulic measurement system. A hydraulic load cell connects to a calibrated torque gauge through a reinforced flexible hydraulic hose. The torque gauge is factory-calibrated to display accurate torque measurements for a tong or tong and backup assembly with a particular arm length. The arm length is a measurement from the centre of the pipe or casing to the centre of the force being applied to the load cell.

Two load cell options are available. A tension load cell is typically used with a suspended stand-alone tong. This application requires that the load cell be attached to the rear of the tong as part of the restraint line that opposes the force generated when the tong makes up or breaks out a joint. A compression load cell is used in a tong and backup assembly, and is typically located on the rear of the backup between the backup and a stationary frame. The load cell must be located in the centre of the compression force vector generated between the backup and the frame.

Hydraulic force generated by a load cell is transmitted to the torque gauge via a reinforced flexible hydraulic line. The hydraulic force is displayed as torque in units of Ft.-Lbs. The torque gauge has a red "peak torque" indicator that tracks with the torque gauge needle to the point of highest torque, and remains at the point of highest torque until manually reset. Note that every model of tong and tong and backup assembly has a unique arm length, and the torque gauge must be calibrated for that arm length. Torque gauges that are not calibrated for the arm length of the tool in service will not display correct torque. To ensure correct torque measurement, ensure the arm length or "handle" as displayed on your torque gauge matches the arm length of the tool in service as listed on the specifications page of the technical manual.

The images on this page are for illustration purposes only and may not accurately represent the torque gauge and load cell that have been supplied with your equipment.



THE IMAGES DISPLAYED ARE SUPPLIED FOR ILLUSTRATION PURPOSES ONLY



**ILLUSTRATION 6.A.1: TORQUE GAUGE (FOR
ILLUSTRATION PURPOSES ONLY)**

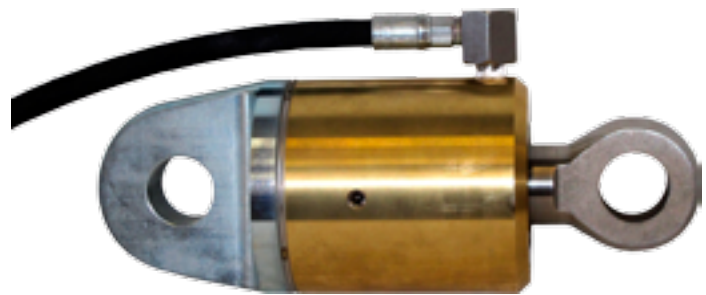


ILLUSTRATION 6.A.2: TENSION LOAD CELL



ILLUSTRATION 6.A.3: COMPRESSION LOAD CELL

Torque gauges and load cells are supplied as a matched calibrated pair. Substituting one or the other will render the calibration inaccurate even if the actual model numbers appear to be identical. The serial numbers of matching load cell and torque gauges are clearly identified on the calibration certificate. Should you suspect the accuracy of your torque measurements, or wish to replace either component the pair should be returned to the factory for re-calibration before placing into service.



TORQUE GAUGES AND LOAD CELLS ARE FACTORY-SUPPLIED SUPPLIED AS MATCHED CALIBRATED PAIRS. IF REPLACING EITHER COMPONENT THE LOAD CELL AND TORQUE GAUGE MUST BE RETURNED TO THE FACTORY FOR RE-CALIBRATION BEFORE PLACED INTO SERVICE.

BASIC TORQUE MEASUREMENT (Continued:)

The images on the preceding page are for illustration purposes only and may not accurately represent the torque gauge and load cell that have been supplied with your equipment. Please note that the parts listed in the following table are correct for accurate torque measurement while using the equipment for which this manual is supplied.



THE TORQUE GAUGE USED IS FULLY DEPENDANT UPON THE ARM LENGTH AND TORQUE RANGE OF THE EQUIPMENT IN USE. THE PART NUMBERS LISTED IN THE FOLLOWING TABLE ARE CORRECT FOR ACCURATELY MEASURING TORQUE USING THE EQUIPMENT FOR WHICH THIS MANUAL IS SUPPLIED.

Item	Type	Description	Qty	Part Number
	Assembly	55" - 90K Torque Measurement Assembly	1	10-0219T
A	Part	Tension Load Cell, 4.08 ² in	1	10-0008T
B	Part	90,000 Lbs.-Ft. Gauge, 55" Arm Length (includes following)	1	10-0219G
	Part	1/4" FNPT TEE	1	60-0364
	Part	1/4" NPT Street Elbow	1	08-0023
	Part	1/4" NPT Cap	1	08-0424
C	Part	5 Ft. Hose Assembly	1	02-0069

Item	Type	Description	Qty	Part Number
	Assembly	Tension Load Cell, 4.08 in ²	1	10-0008T
A	Part	O-Ring	1	02-0800
B	Part	Load Cell Body	1	LC99-104
C	Part	1/4" NC x 1/2" Binding Head Machine Screw	1	09-0045A
D	Part	Stat-O-Seal	1	02-0307
E	Part	O-Ring	1	02-0350
F	Part	O-Ring	1	08-0596
G	Part	Load Cell Piston	1	LC99-101
H	Part	Load Cell End	1	LC99-003
J	Part	Flange Gasket	1	02-0073
K	Part	Load Cell Rod	1	LC99-002
L	Part	Wiper	1	08-1558
M	Part	3/8" NC x 3/8" Cup Point Hex Set Screw	2	09-0106
Seal Kit		Replacement Seal Kit 4.08 in ² Tension Load Cell		02-4578

This is the standard tension load cell supplied by McCoy Drilling & Completions | Farr. Contact our sales department for information about optional application-specific tension load cells.

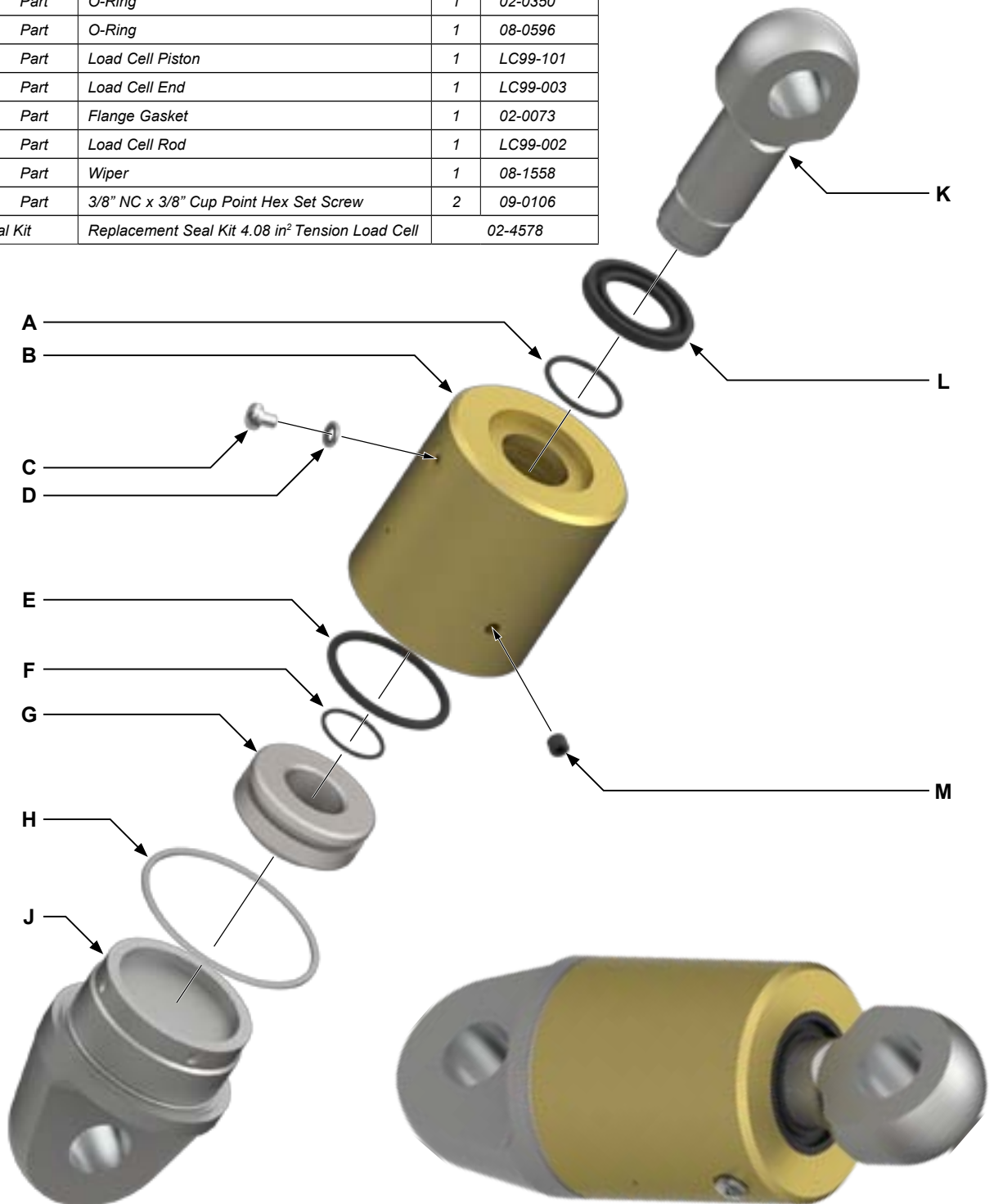
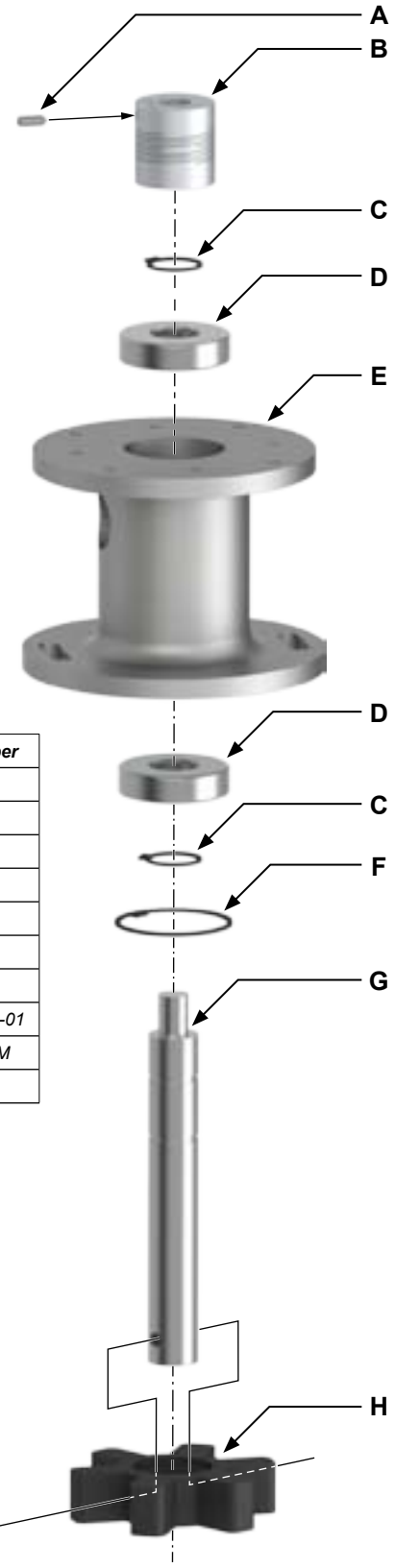


ILLUSTRATION 6.A.4: TENSION LOAD CELL EXPLODED



Item	Type	Description	Qty	Part Number
	Assembly	Standard Turn Counter Encoder Mount	1	60-0001
A	Part	6-32 x 3/8" Hex Socket Head Set Screw	4	
B	Part	Helical Flexible Encoder Shaft Coupling	1	60-0130N
C	Part	Internal Retainer Ring	2	1376-13
D	Part	Bearing	2	1376-05
E	Part	Encoder Housing	1	1392-104A
F	Part	Internal Retainer Ring	1	02-0436
G	Part	Encoder Shaft	1	1392-103A-01
H	Part	Encoder Gear	1	01-0320A-M
J	Part	10-24 x 1-1/4" Hex Socket Head Set Screw	1	

ILLUSTRATION 6.A.5: TURN COUNTER ENCODER MOUNT EXPLODED

B. TROUBLESHOOTING

Under normal operating conditions, and with proper maintenance, the torque gauge and load cell system are designed to give lasting trouble-free performance. Faulty indication on the gauge will very often define a fault within the gauge.



IF TROUBLESHOOTING REVEALS THAT THERE IS INSUFFICIENT FLUID IN THE SYSTEM, BEFORE RECHARGING, CHECK THAT ALL SYSTEM COMPONENTS ARE FREE FROM DAMAGE. THIS WILL ENSURE THAT FLUID LOSS WILL NOT CONTINUE AFTER RELOADING

1. Symptom: No indication on gauge.

Possible Problem: Obstruction in hydraulic hose.

Solutions: Check hydraulic hose for kinks.
Replace hydraulic hose.

Possible Problem: Loss of hydraulic fluid.

Solution: Recharge hydraulic fluid (see Section 6.C). **NOTE:** Ensure any breaches in the hydraulic system between the load cell and torque gauge are repaired to prevent further fluid loss.

Possible Problem: Internal mechanism of torque gauge is damaged.

Solution: Replace gauge.

2. Symptom: Gauge indication unexpectedly high.

Possible Problem: Excessive hydraulic fluid.

Solutions: Completely drain hydraulic fluid from torque gauge/load cell system. Recharge following the procedure in Section 6.C.

Possible Problem: Internal mechanism of gauge is damaged.

Solution: Replace gauge.

Possible Problem: Incorrect torque gauge in use (not part of the original torque gauge/load cell pair).

Solution: Replace gauge with gauge properly calibrated for the load cell in service.

3. Symptom: Gauge indication unexpectedly low

Possible Problem: Insufficient hydraulic fluid.

Solution: Recharge hydraulic fluid (see Section 6.C). **NOTE:** Ensure any breaches in the hydraulic system between the load cell and torque gauge are repaired to prevent further fluid loss.

Possible Problem: Obstruction in hydraulic hose.

Solutions: Check hydraulic hose for kinks.
Replace hydraulic hose.

Possible Problem: Snub line not at right-angle to tong handle.

Solution: Check angle of snub line and correct if necessary.

Possible Problem: Internal mechanism of gauge is damaged.

Solution: Replace gauge.

Possible Problem: Incorrect torque gauge in use (not part of the original torque gauge/load cell pair).

Solution: Replace gauge with gauge properly calibrated for the load cell in service.

4. Symptom: Gauge indication is erratic or sluggish

Possible Problem: Insufficient hydraulic fluid in torque measurement section.

Solution: Recharge hydraulic fluid (see Section 6.C). **NOTE:** Ensure any breaches in the hydraulic system between the load cell and torque gauge are repaired to prevent further fluid loss.

Possible Problem: Loss of damping fluid in torque gauge.

Solution: Top up or refill damping fluid (**NOTE:** Ensure leakage points in gauge are identified and repaired to prevent further loss of damping fluid).

Possible Problem: Air bubbles in hydraulic fluid in the torque measurement system.

Solution: Bleed air from load cell and torque gauge and top up fluid (if necessary) as per Section 6.C.

Possible Problem: Internal mechanism of gauge is damaged.

Solution: Replace gauge.

C. PERIODIC INSPECTION AND MAINTENANCE**1. Inspection**

The torque measurement system supplied with your equipment is designed and built to provide years of trouble-free service with minimum maintenance. Periodic inspections of the load cell, hydraulic lines and fittings are recommended in order to keep the system in top operating condition. A thorough inspection should be made at each rig-up.

2. Fluid Recharge

Recharge hydraulic system with W15/16 fluid through the check valve on the torque indicating gauge. Recharging must only be performed when there is no load on the load cell. Refer to the illustrations on pages 6.3 & 6.4 for guidance if required.

- a. Place the torque indicating gauge higher than the load cell. Remove the brass 1/4" cap from the fitting on the check valve on the top of the gauge.
- b. Connect the hand pump to the check valve fitting.
- c. Elevate the load cell so it is higher than the torque gauge and hand pump.



UN-CONTAINED SPILLAGE OF THE HYDRAULIC FLUID IN THIS SYSTEM MAY CONTRAVENE GOVERNMENTAL ENVIRONMENTAL REGULATIONS, OR THE ENVIRONMENTAL REGULATIONS AND POLICIES OF YOUR COMPANY. MCCOY DRILLING & COMPLETIONS HIGHLY RECOMMENDS PLACING YOUR LOAD CELL IN A CONTAINMENT BASIN BEFORE PROCEEDING WITH THE BLEEDING & REFILLING PROCESS.

- d. Fill hand pump bowl with W15/16 hydraulic fluid.



MAINTAIN GREATER-THAN HALF FULL FLUID LEVEL IN THE HAND PUMP BOWL TO AVOID PUMPING AIR INTO THE SYSTEM. DO NOT ALLOW THE LEVEL TO FALL BELOW ONE-HALF FULL

- e. Remove the vent plug screw and Stat-O-Seal (Items C and D on Illustration 6.A.4, or item H on Illustration 6.A.5) to allow trapped air to escape.
- f. Pump fluid into the system until no more air is seen escaping from the vent port.
- g. Replace the vent plug screw and Stat-O-Seal and tighten securely.
- h. Remove load cell from containment vessel and wipe clean. Reclaim the hydraulic fluid (if it is clean) or dispose of all waste materials according to governmental or your company's proscribed environmental protection regulations.
- i. Disconnect the hand pump from the torque gauge.
- j. Replace the brass cap on the torque gauge check valve fitting.

3. Repair And Calibration

Load cell and indicator gauge should be returned to authorized repair facility for any repairs or calibration required.



DRILLING &
COMPLETIONS

FARR

Section 7: Hydraulic Component Information

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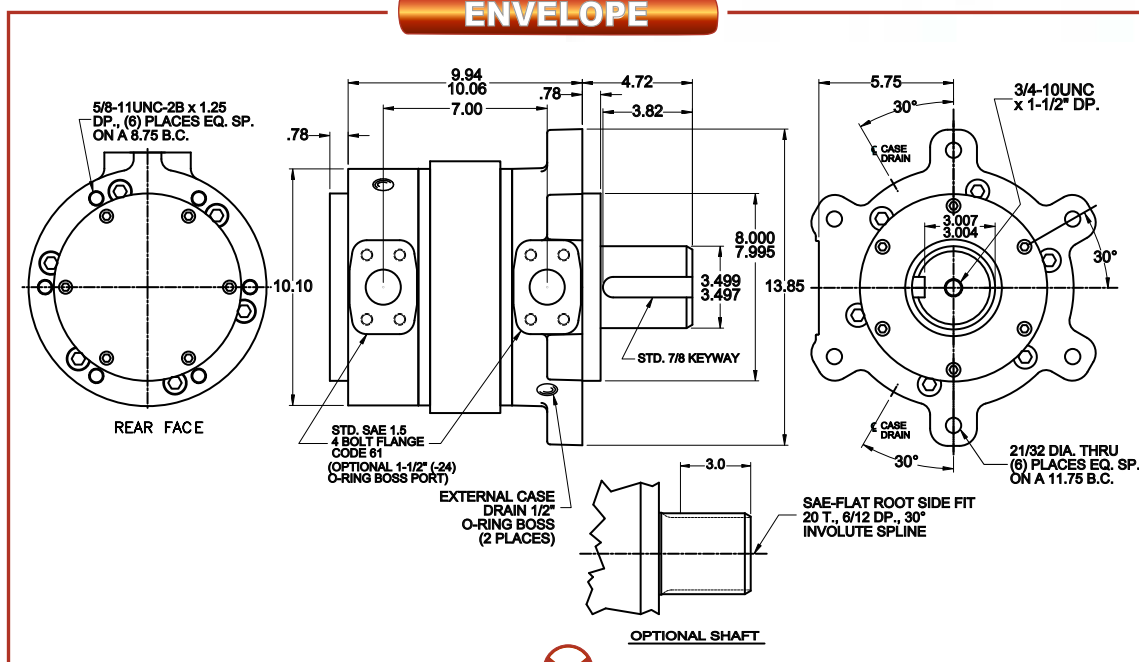
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125 Series

POWER to be the Best!**MOTOR SELECTION GUIDE**
**Features of the 125 Series Standard Motor:
Standard Motor - 3000 PSI (Code 61)**

- A variety of fixed displacement motors ranging from 60 in³ to 250 in³.
- 4-Port double motors providing 2-Speed operation with external valving.
- Starting and stall torques equal to 90-94% of theoretical torque.
- Speed to 350 RPM continuous.
- Up to 300 HP continuous.
- Compact envelope sizes.
- Weighs 225 lbs. to 280 lbs.

**ENVELOPE**

Made in USA

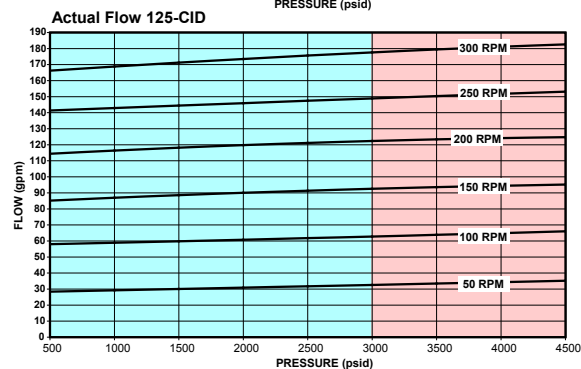
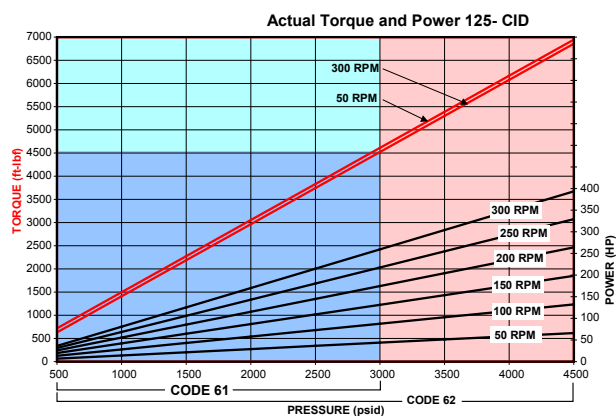
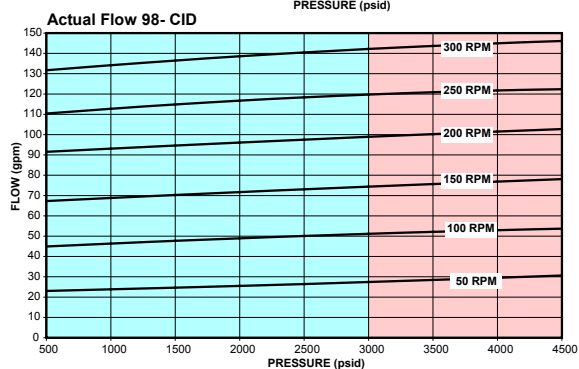
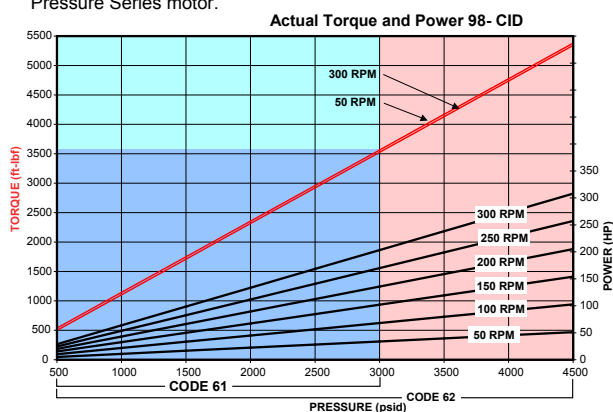


PUBLICATION DS1251005 3/04

Performance Data

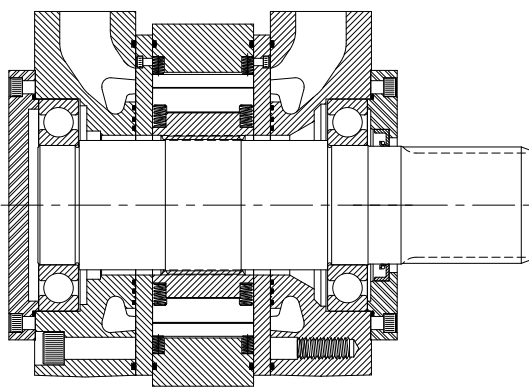
Charts shown are for 98 and 125 CID. See website at www.rineer.com for additional charts. Performance data obtained at 140°F with ISO 46 (DTE 25). Code 61 and 62 data shown. Code 62 extended data applies only to Code 62 High Pressure Series motor.

VANE CROSSING VANE - With it's vane crossing vane design, the Rineer motor produces much higher volumetric and mechanical efficiencies than is possible with a standard vane type design. This design provides a sealing vane between stator cavities to improve mechanical and volumetric efficiencies.



Performance of the Rineer 125 Series Motor has been greatly enhanced by internal design changes resulting in a pressure balanced rotating group. Benefits of this new design include reduced cross port leakage and increased efficiency as well as greater reliability at higher pressures. This patented design has been in effect for over 5 years.

Bearing Data - Standard Motor

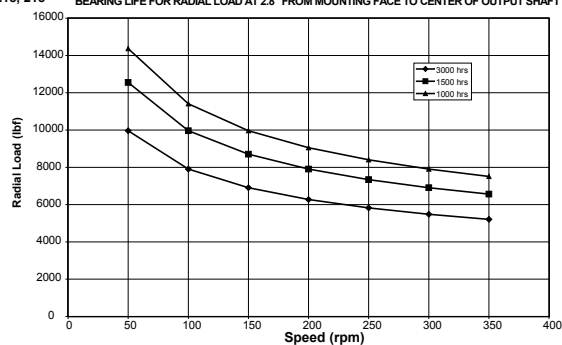


BEARING LOADING - The bearings in the 125 Series can accept radial load per the radial capacity charts to the right. Thrust loading is not recommended for the standard motor. For thrust-type applications, see the thrust capable motor bearing chart on the opposite page.

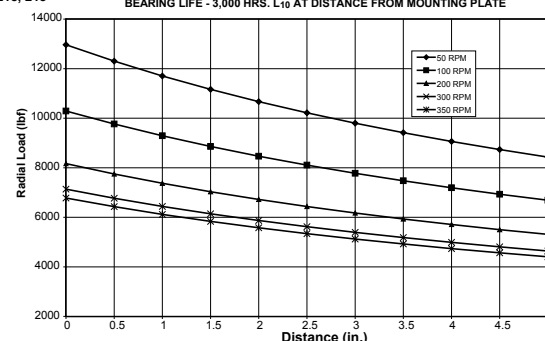
HORSEPOWER LIMITATION - Maximum horsepower limitation may vary with different applications. When using the 125 Series standard motor above 300HP, consult a Rineer Application Engineer.

SINGLE STACKED, DOUBLE STACKED - Single stacked motors have displacements ranging from 60 in3 to 125 in3 and are comprised of a single rotor stator package located between two housings. Double stacked motors have displacements ranging from 150 in3 to 250 in3 and are comprised of two rotor stator packages located between two housings. Any of the single stacked rotor stator packages may be placed together to form a double stacked motor.

B1: 218, 218 BEARING LIFE FOR RADIAL LOAD AT 2.8" FROM MOUNTING FACE TO CENTER OF OUTPUT SHAFT



B1: 218, 218 BEARING LIFE - 3,000 HRS. L₁₀ AT DISTANCE FROM MOUNTING PLATE



Envelope - Double Key

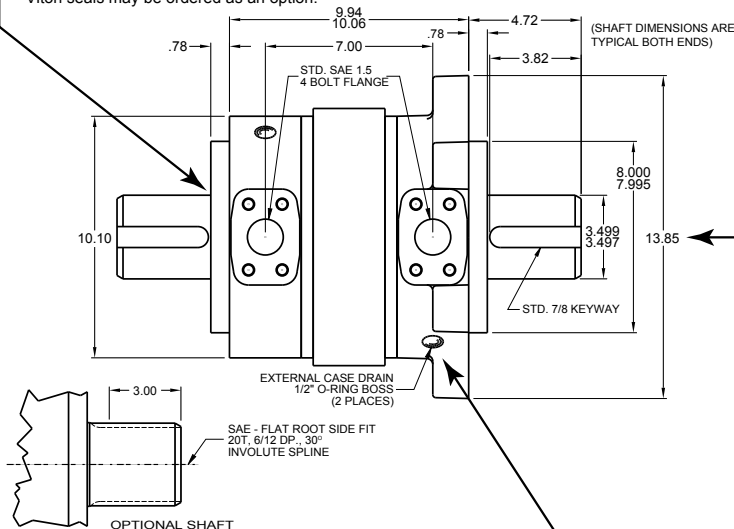
STARTING AND STALL TORQUE

The Rineer motor produces torque curves which are virtually flat, with starting and stall torque equal to approximately 90-94% of theoretical torque.

MORE POWER STROKES PER REVOLUTION

The 125 Series has six stator cavities and 16 rotor vanes. Each rotor vane works in each stator cavity once per revolution, which results in 96 power strokes per revolution. This helps produce higher mechanical efficiency and flatter torque curves.

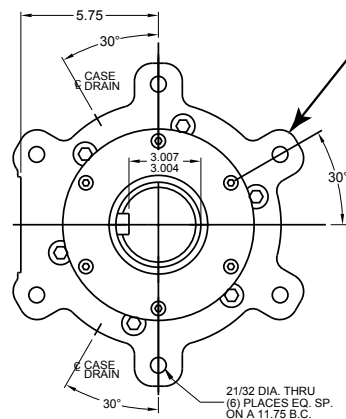
SEALS - Buna N seals are supplied standard. Viton seals may be ordered as an option.



CASE DRAIN AND CROSS PORT LEAKAGE

The combined case drain and cross port leakage of the 125 Series single stacked motor is approximately 1 to 1-1/2 GPM per 1,000 PSI, while the double stack motor is approximately 2 GPM per 1,000 PSI. This will vary with the oil viscosity and internal clearance selection.

HOUSING OPTIONS - The standard 125 Series motors have one six-bolt front housing and one rear housing. Special 125 Series motors are available with two six-bolt front housings or two rear housings. The rear housing is provided with six each 5/8-11 mounting threads on a 8.750 bolt circle. The mounting position is unrestricted. The shafts, pilots, and mounting faces should be within .002 TIR.



ROTATION - The 125 Series motor rotates equally well in either direction and smoothly throughout its entire pressure and speed range. Looking into the end of the shaft, rotation is clockwise when oil is supplied to the port nearest the shaft.

FLUID - We suggest premium grade fluids containing high quality rust, oxidation and foam inhibitors, along with anti-wear additives. For best performance, minimum viscosity should be maintained at 100 SSU or higher. Fluid temperature should not exceed 180°F. Elevated fluid temperature will adversely affect seal life while accelerating oxidation and fluid breakdown. Fire resistant fluids may be used with certain limitations. Contact Rineer for additional information.

FILTRATION - 25 micron minimum.

CASE DRAIN - The 125 Series motor requires an external case drain. Two case drain ports are supplied; use the port at the highest elevation. We recommend case pressure of less than 35 PSI.

CASE DRAIN CIRCULATION - Fluid should be circulated through the two case drain ports when a temperature differential exists between the motor and the system in excess of 50°F. *Should this occur, contact a Rineer Application Engineer.*

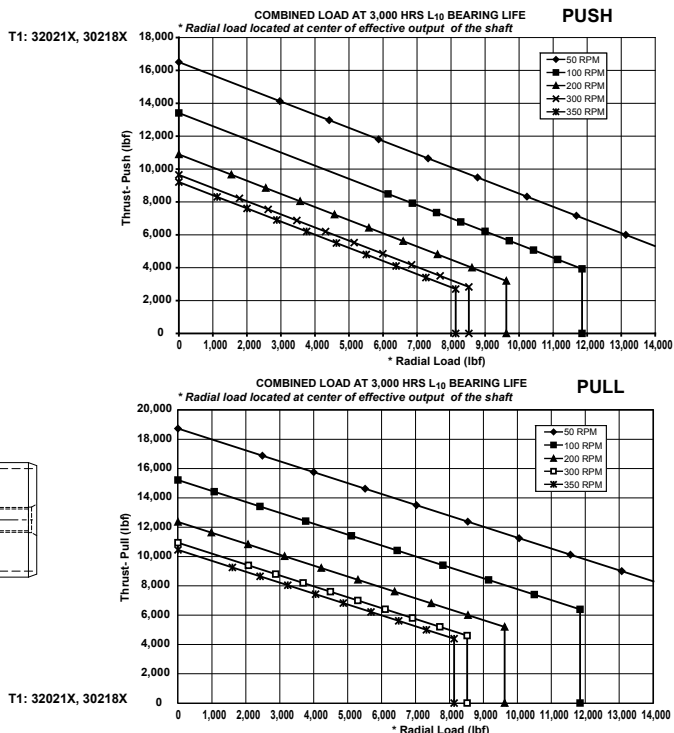
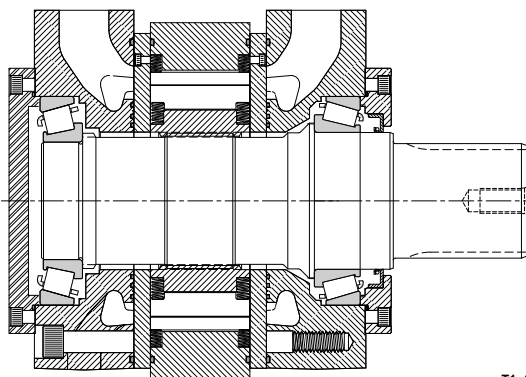
Bearing Data - Thrust Capable

BEARING LOADING THRUST CAPABLE -

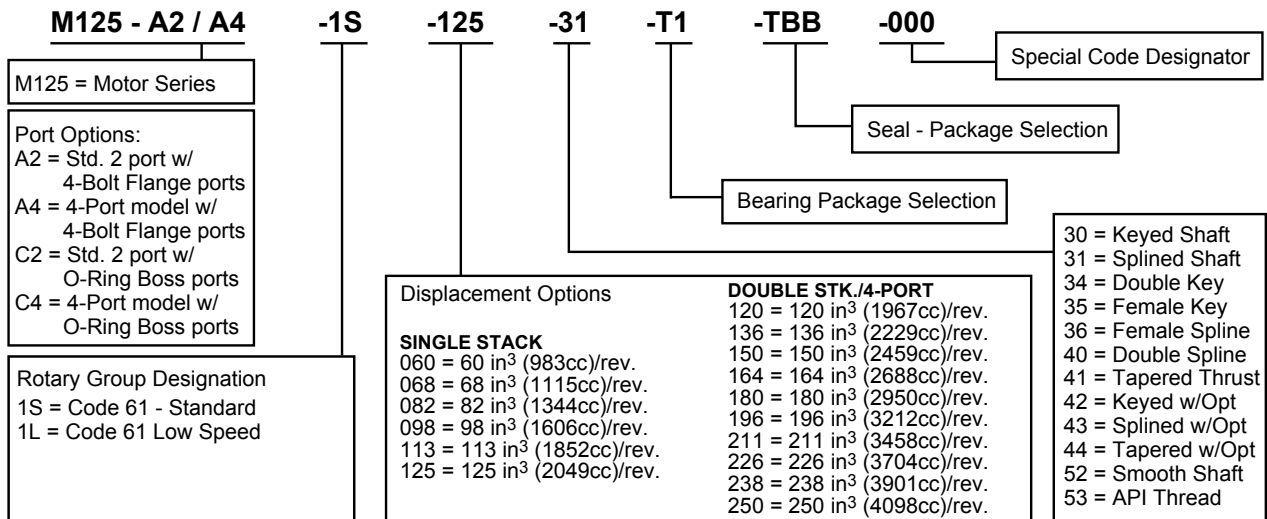
The bearings in the 125 Series Thrust capable motor can accept thrust and radial load per the push/pull capacity charts to the right. Thrust loading is allowed up to the parameters indicated on the charts with shaft configurations including standard keyed and splined as well as a light duty API drill motor. For applications not requiring thrust, see the standard motor bearing charts on the opposite page.

HORSEPOWER LIMITATION -

Maximum horsepower limitation may vary with different applications. When using the 125 Series standard motor above 300HP, consult a Rineer Application Engineer.



Model Code



Applications



For durable hydraulic motors that meet your demands, specify Rineer.

For over 35 years, we have specialized in only one thing - engineering the right motor for your needs. Rineer delivers the performance you can count on.



Visit our website at www.rineer.com



Repair Manual

125 Series



125
Series

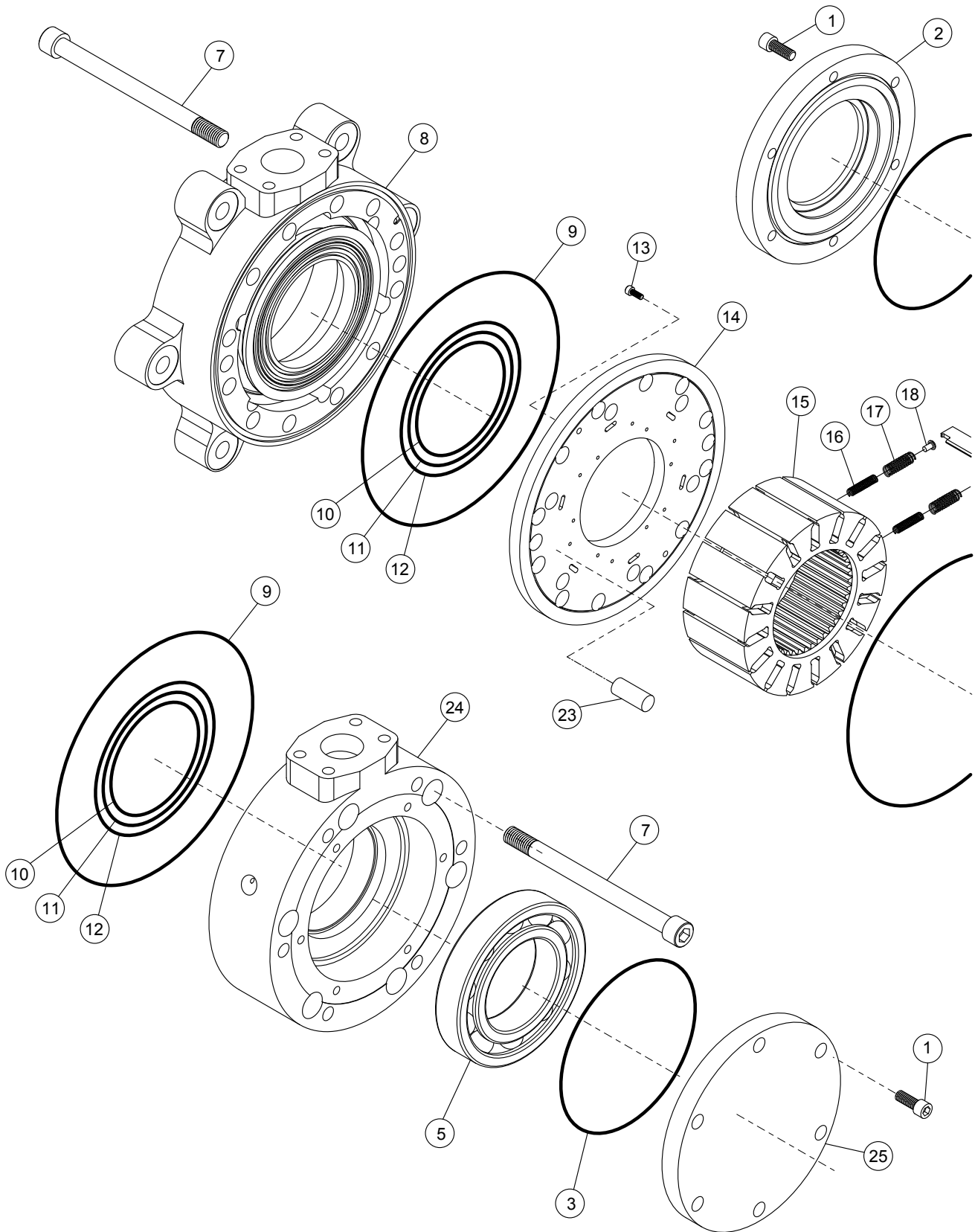
Key / Spline

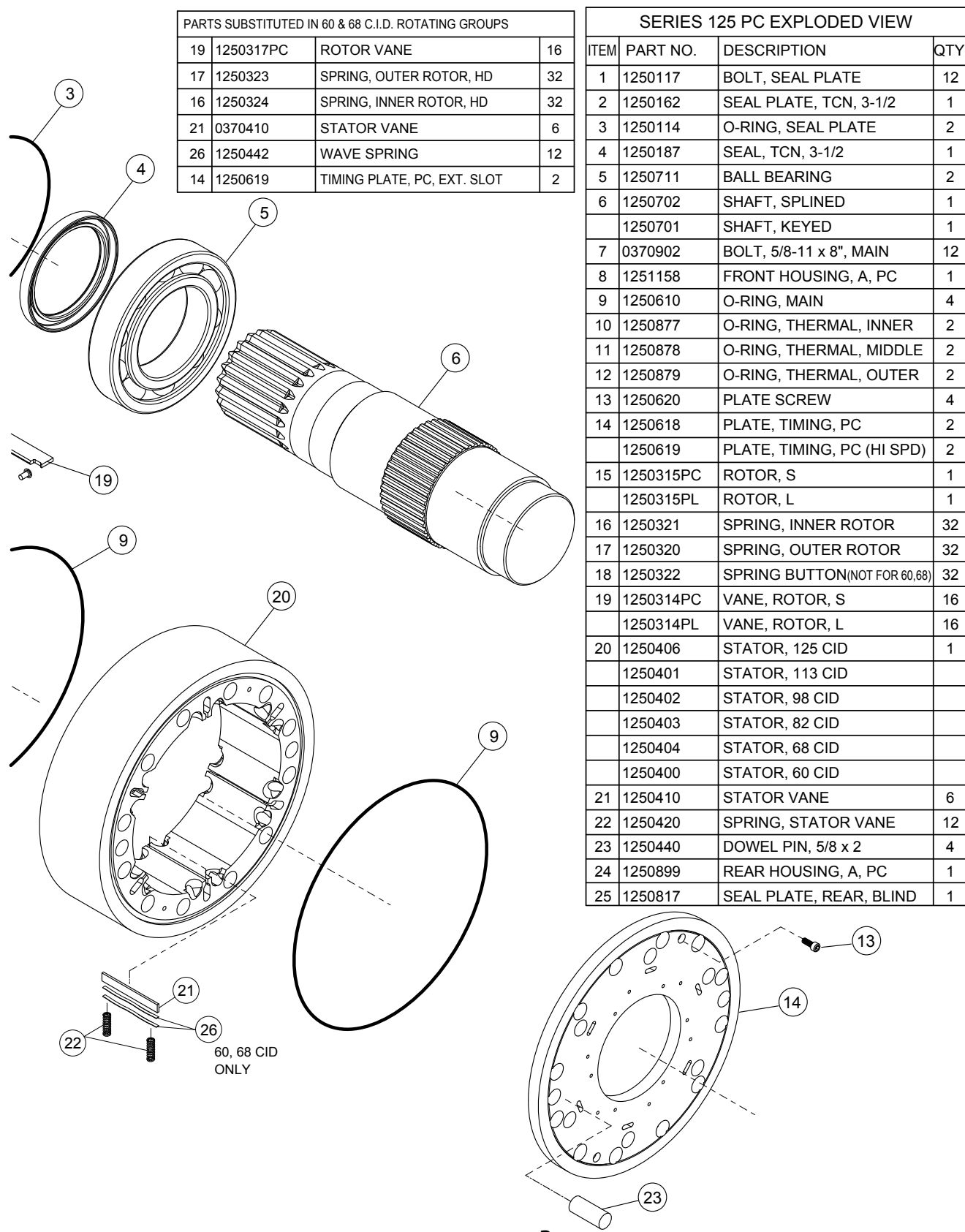
Double Stack Key / Spline

4-Port Key / Spline

Thru Key / Spline

Drill Motor - API Thread





WARNING: RINEER RECOMMENDS FOLLOWING ALL STANDARD SHOP SAFETY PRACTICES SPECIFICALLY INCLUDING WEARING OF EYE PROTECTION.

Removal of Seal Plate (Front and Rear)



Loosen and remove (6) or (12) 3/8-16 seal plate bolts.



Front bearing can be inspected in place on the shaft, or pressed off to be inspected or replaced.



1) Lift up on the seal plate. Protect the shaft seal from being cut by the keyway (keyed shaft) by placing a thin strip of metallic tape over the shaft. Smooth any burrs that may tear or snag the seal.
2) Remove seal plate o-ring from groove in seal plate.

NOTE:
The shaft seal on a std. motor is pressed into the seal plate and can be removed in the reverse manner.

Disassembly of Motor



The 125 motors should be positioned as shown in a suitable mount to hold the unit during main bolt removal. To ensure proper orientation during reassembly, use a laquer paint pen or some type of oil/solvent proof marker to mark a line down the side of the motor.



1) Loosen and remove (6) or (12) 3/8-16 bolts from rear seal plate. If motor has double ended shaft, remove seal plate following same precaution as stated above for front seal.
2) Remove seal plate o-ring from groove in seal plate.



Loosen and remove the six 5/8-11 main bolts. Any bolt heads showing heavy corrosion or signs of rounding of the hex form should be replaced.

Removal of Shaft and Bearings



Press shaft and front bearing out of motor through front housing, leaving rear bearing in place.



Turn the motor over. Attach some type of plate or bar to the rear housing port pad to secure the motor for removal of remaining 5/8-11 main bolts. Take precautions to ensure that no damage is done to the port face in the area where the o-ring seals.

WARNING: RINEER RECOMMENDS FOLLOWING ALL STANDARD SHOP SAFETY PRACTICES SPECIFICALLY INCLUDING WEARING OF EYE PROTECTION.



Remove front housing as shown. Remove o-rings from housing and dowel pins from the rotating group.



- 1) Replace plate on rotor/stator cartridge.
- 2) Turn rotor/stator cartridge over.
- 3) Repeat steps 11 & 12.



- 1) Remove rotating group from rear housing as shown. Place the rotating group on a clean surface for disassembly and inspection.
 - 2) Remove dowel pins and o-rings from the housing.
- NOTE: DOUBLE STACK**
When disassembling a double stack, the rotating group next to the rear housing has the center plate attached. Remove this rotating group first, then carefully remove front group.



- 1) Remove the rotor.
 - 2) Remove both the rotor and the stator vanes.
- NOTE:** On motors manufactured prior to 1987, rotor vane slots and rotor vanes should be numbered so that vanes can be reassembled in the same vane slot.
- 3) Separate parts and rinse in solvent tank.

Disassembly of Rotating Group



- 1) Place cartridge on any object which will hold it off the table.
- 2) Remove two each 10-32 plate screws.
- 3) Remove timing plate.

Inspection of Parts

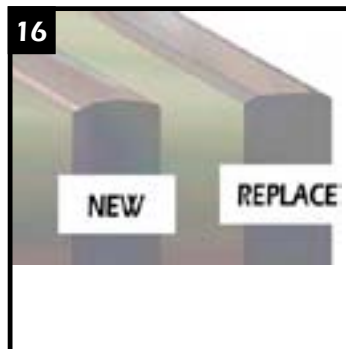


Inspect all parts and replace any parts which obviously show excessive wear or damage. We recommend changing all springs and seals whenever the motor has been disassembled.



Using a small screwdriver or pick, remove o-ring and all rotor and stator springs.

Note:
Some series rotating groups may contain additional "wave" springs in the stator vane slot (see inset).



VANES:
Normal wear results in slight flattening of vane tips which does not impair motor performance. Replace vane if radius is reduced by 50%. Clearance between the rotor vane and rotor vane slot varies with the vane selection. The design allows the vane to "lean" slightly in the slot, providing the required mechanical seal.

WARNING: RINEER RECOMMENDS FOLLOWING ALL STANDARD SHOP SAFETY PRACTICES SPECIFICALLY INCLUDING WEARING OF EYE PROTECTION.

Assembly of Motor

17



PLATES:

Normal wear results in marking or polishing of the timing plate surface, which does not impair motor performance. Replacement of the timing plate is required if any smearing, galling, or heat cracks are present.

21



1) Reverse the procedures in steps 13, 12, 11, and 10.

Before installing timing plate onto completed sides of rotating group, pour a small amount of hydraulic oil onto rotor surface.

2) **NOTE:** Make sure that the radiused edge of each stator vane points to the rotor and the radiused edge of each rotor vane points to the stator.

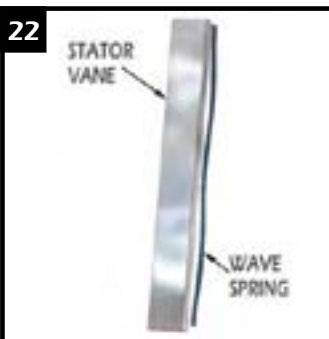
3) **NOTE:** Make sure springs are seated in the bottom of the spring pocket in both the rotor and stator. **NOTE:** Do not allow the coil of any spring catch on the edge of the rotor or stator vanes.

18



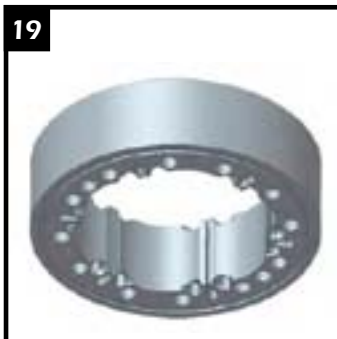
ROTOR: Normal wear results in polishing of rotor faces which does not impair motor performance. Examine the rotor vane slots closely. Polishing down in the slots is normal, but if there is any indication of a "pocket" forming in the wall of the slot, the rotor should be replaced.

22



Wave springs in the 125 series do not need to be replaced. Certain model codes do not contain wave springs, while other model codes may contain two per vane. Place the stator vane and wave spring in the stator vane slot simultaneously. Note orientation as shown. Do not let the coil spring loop catch between the wave spring and vane.

19



STATOR: Normal wear results in polishing of cam form which does not impair motor performance. Noticeable wear may be apparent along the corner of one side of the stator vane slot. This does not necessarily require replacement of the stator, but may slightly affect volumetric efficiency.

23



Using a medium India honing stone, lightly dress all machine surfaces to remove any raised metal or burrs. Pay particular attention to the front and rear housing machined faces. Rough handling can cause raised surfaces near the O.D. of the housings which will prevent proper seating of the timing plates to the machined surfaces of the housing. **NOTE:** The pedestal surface (center of the front and rear housing containing two or three o-rings) is .002-.003 below the outer machined surface. Dress these surfaces independently.

20



Measure the rotor and stator length to the fourth decimal point and supply measurement when ordering rotor, stator, or vanes.

24



Assemble the motor by reversing the previous procedures. Insure that the main body and pedestal o-rings are held in place by using an adequate amount of grease in the o-ring grooves. Line up the housings and rotating group with the paint line made on the motor in step 6.

WARNING: RINEER RECOMMENDS FOLLOWING ALL STANDARD SHOP SAFETY PRACTICES SPECIFICALLY INCLUDING WEARING OF EYE PROTECTION.

Motor Assembly Tips

25



Note:

On double stack motors, rotor vane slots must line up.

- 1) Place both rotors on the spline of the shaft, rotating one rotor until vane slots line up.
- 2) Mark the end of one spline tooth inside each rotor where they meet with white out. This will allow visual realignment after motor is assembled.
- 3) When motor is assembled, make sure marks line up before installing shaft. Be careful not to rotate one rotor independently of the other while installing the shaft.

26



Grease the first inch of threads and UNDER the head of the 5/8-11 bolts and insert into motor. Set torque wrench as specified for type of motor to be assembled (see back cover of this manual) and tighten in a star pattern. Install shaft, bearings, and seal plate in reverse order of previous procedures. Rotate shaft to insure no binding is present.

Information:**Bolt Torque -**

Single Stack Main Bolts (5/8-11): 200 ft. lbs.

Double Stack Main Bolts (5/8-11): 220 ft. lbs.

4-Port Main Bolts (5/8-11): 200 ft. lbs.

Seal Plate (3/8-16): 45 ft. lbs.

Grease used for bolt threads
and o-ring retention:

Pennzoil 707L RED

Shaft seal assembly lube:

Mobilgrease special
with Moly**Seal Kits:**

Standard 125 series seal kit

KT-SE1250948

Standard 125 thru-key seal kit

KT-SE1250947

Standard 125 drill motor seal kit

KT-SE1250947

Standard 125 double stack seal kit

KT-SE1250948DS

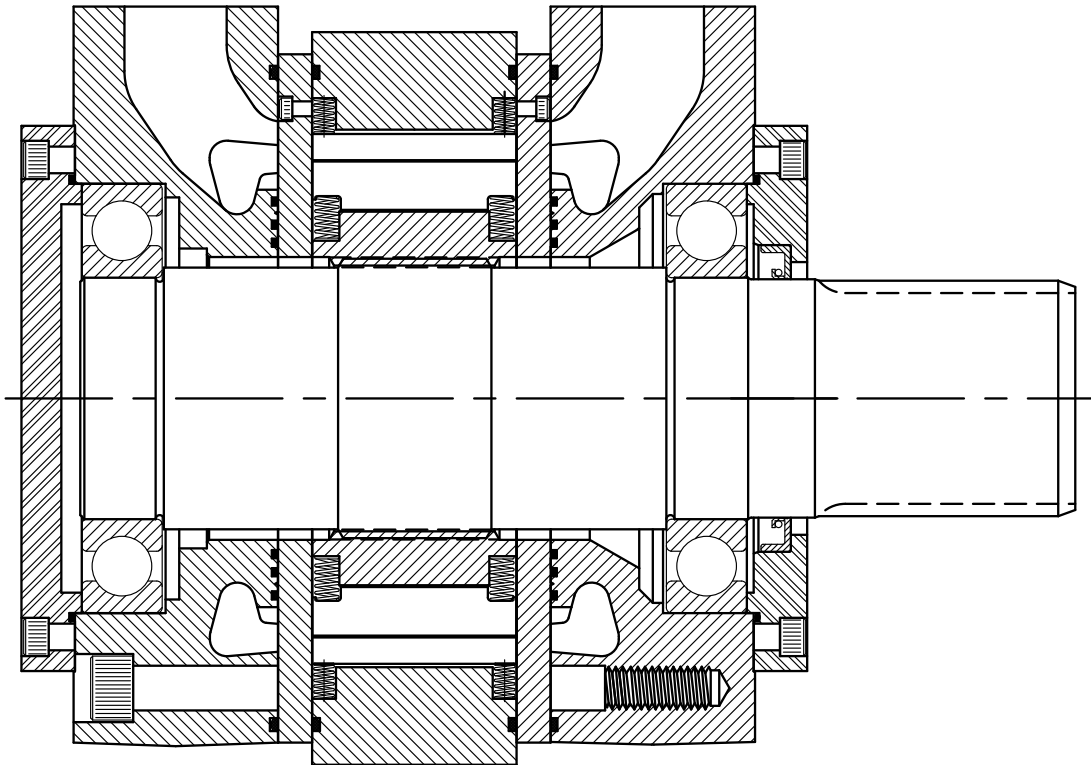
Standard 125 4-Port seal kit

KT-SE1250948FP

Note!

The above seal kits are applicable to the motors shown in this repair manual. Any special motor may have seals & O-rings unique to that motor.

125 Series Cross Section

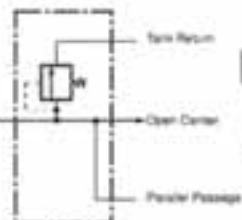


Inlets (2500 psi)

End Inlet

Code	End Port	Top Port
DVA35-A440	1" NPT	1" NPT
DVA35-AB80	SAE-16	SAE-16
DVA35-A980	SAE-20	SAE-16
DVA35-A000	NON-PORTED HOUSING	

NOTE: Inlets are machined for a main R/V or R/V plug and are furnished with plastic closures. See Section G, Page 32 for inlet port plugs



Schematic shown with main R/V

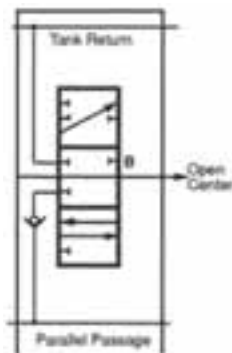


Note: For inlets with solenoid section pilot supply machining, see DVG35 inlet section E1

Adjustable Relief Valve Cartridges

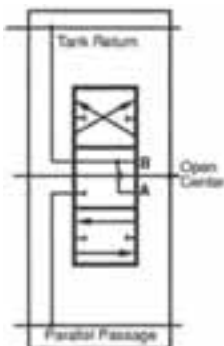
For Inlets and Mid-section Inlets

Code	Description
DVA35-MRV-1	Main R/V pressure range 800-2000 psi. Factory set @ 1500 psi @ 50 gpm
DVA35-MRV-2	Main R/V pressure range 2001-2500 psi. Factory set @ 2500 psi @ 50 gpm.
DVA35-MRVP	Main relief valve plug



SA8

Single-Acting Section
3-Way, 3-Position, Hold in Neutral
Cylinder Spool



MA8

Double-Acting Section
4-Way, 3-Position, Float in Neutral
Motor Spool



Outlets

Tank Return Type

Code	End Port	Top Port
DVA35-TR55	1 1/4" NPT	1 1/4" NPT
DVA35-TR99	SAE-20	SAE-20
DVA35-TR00	NON-PORTED HOUSING	

NOTE: See Section G, Page 32 for Port Plugs



Brief Circuit Descriptions

Series Circuit

Available in DVA20 sections only.

If a machine's work cycle requires simultaneous as well as separate operation of individual hydraulic work functions, a series circuit is right for the job.

As with the other circuits, the oil flows through the open center when all spools are in neutral. There is no parallel passage in standard series sections because they feed directly from the open center passage. If more than one spool is operated, pump flow goes first to the section closest to the inlet. Return flow from the first section is fed back into the open center for use by downstream sections.

Downstream sections can be series, parallel or tandem and will operate in series with the upstream section.

In series circuits, operating pressure is cumulative. Therefore, the sum of the pressures in the circuits can not exceed the circuit or main relief valve setting.

Parallel Circuits

Parallel circuits are the most common on mobile equipment because more than one function can be operated simultaneously and at random. If two or more functions are fully operated at the same time, the one with the lightest load will assert priority because the fluid will take the path of least resistance. However, the operator can divide the flow between functions by metering the spools.

Movement of the spool meters or shuts off the flow of oil thru the open center passage and pressurizes the parallel passage. Oil is then available, at the operator's discretion, to all work ports connected to the parallel passage.

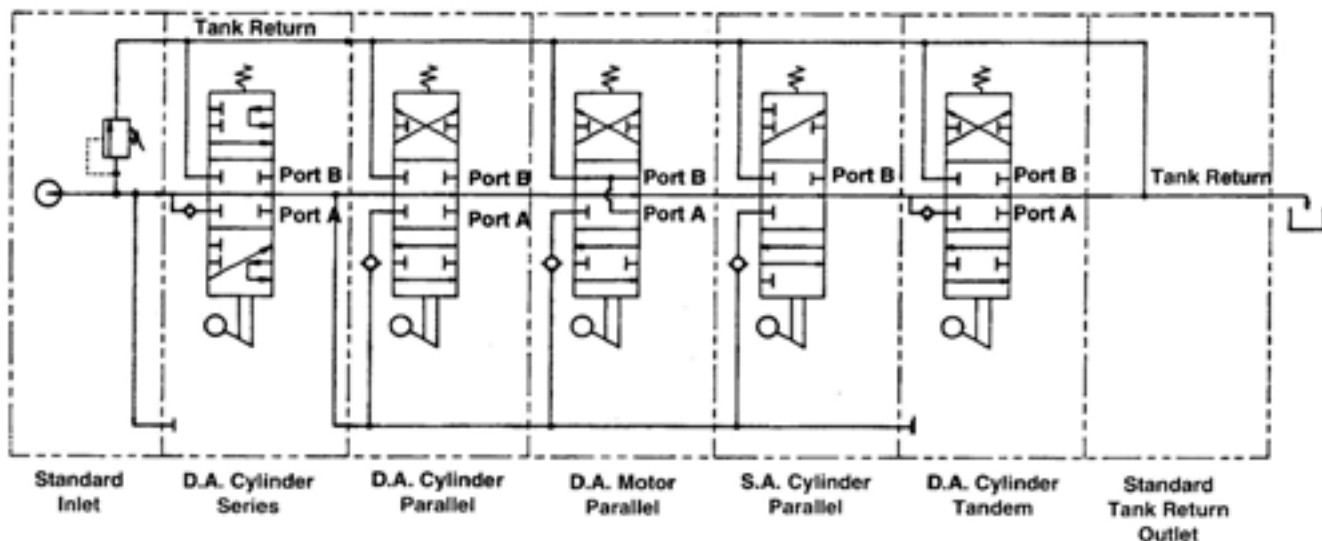
Tandem Circuits

(Not available in the program)

Tandem circuits are sometimes called priority or standard circuits by other manufacturers. Tandem sections feed from the open center passage like series sections but the return flow is directed to the tank return passage and is not available downstream.

If a tandem section is followed by a series or tandem section, operating the tandem section nearest the inlet will assert priority and downstream sections will not function.

Typical Work Section Schematics



VA™/VG™ Valve Service Instructions

INTRODUCTION

This manual has been prepared to assist you in the proper maintenance of the VA20™/VA35™ and VG20™/VG35™/VG80™ directional control valves. Before any work is done, we suggest that you read the assembly and disassembly instructions completely.

The first rule of good maintenance is cleanliness, which includes a clean environment. **MAKE SURE YOU DISASSEMBLE AND ASSEMBLE YOUR HYDRAULIC EQUIPMENT IN A CLEAN AREA.** Dirt is the natural enemy of any hydraulic system.

GENERAL INFORMATION

The VA and VG model valves are updated versions of our proven A20™ and A35™ units. The VG models are cast from compacted graphite, a high strength iron alloy, which allows the valve to be rated to 3500 psi. VA models are cast from gray iron and are rated at 2500 psi. These open-center, directional-control valves are available in parallel, tandem, and series circuitry. As needed, the sectional, stack-type construction provides flexibility for the addition or subtraction of work sections to an existing valve bank. This design also permits the combination of parallel, tandem, and series circuitry in a single bank. The internal coring of each valve section determines its circuitry and the number of gasket seals required.

All sections with optional features, such as port relief valves, crossover relief valves, and anti-cavitation checks, are dimensionally larger when measured from the top of the port to the bottom of the housing. These are referred to as "hi-boy" sections. Those without work-port options can use the low-profile castings, which are called "lo-boy" sections.

REPLACEMENT PARTS

The illustrations and instructions in this manual apply only to the VA/VG series assemblies, subassemblies, and components. All valve components, except for spools and housings, are available as replacement parts or subassemblies. Spools are hone-fitted to their individual housings, so damage to either of these components means the entire section must be replaced.

We recommend that you use only genuine VA/VG series replacement parts in your service program. Manufactured to the same exacting tolerances and quality controls as the original equipment, genuine VA/VG replacement parts may help prevent premature, component failure and costly downtime. Service parts and assemblies are available through your original equipment dealer or any authorized distributor.

MAINTENANCE

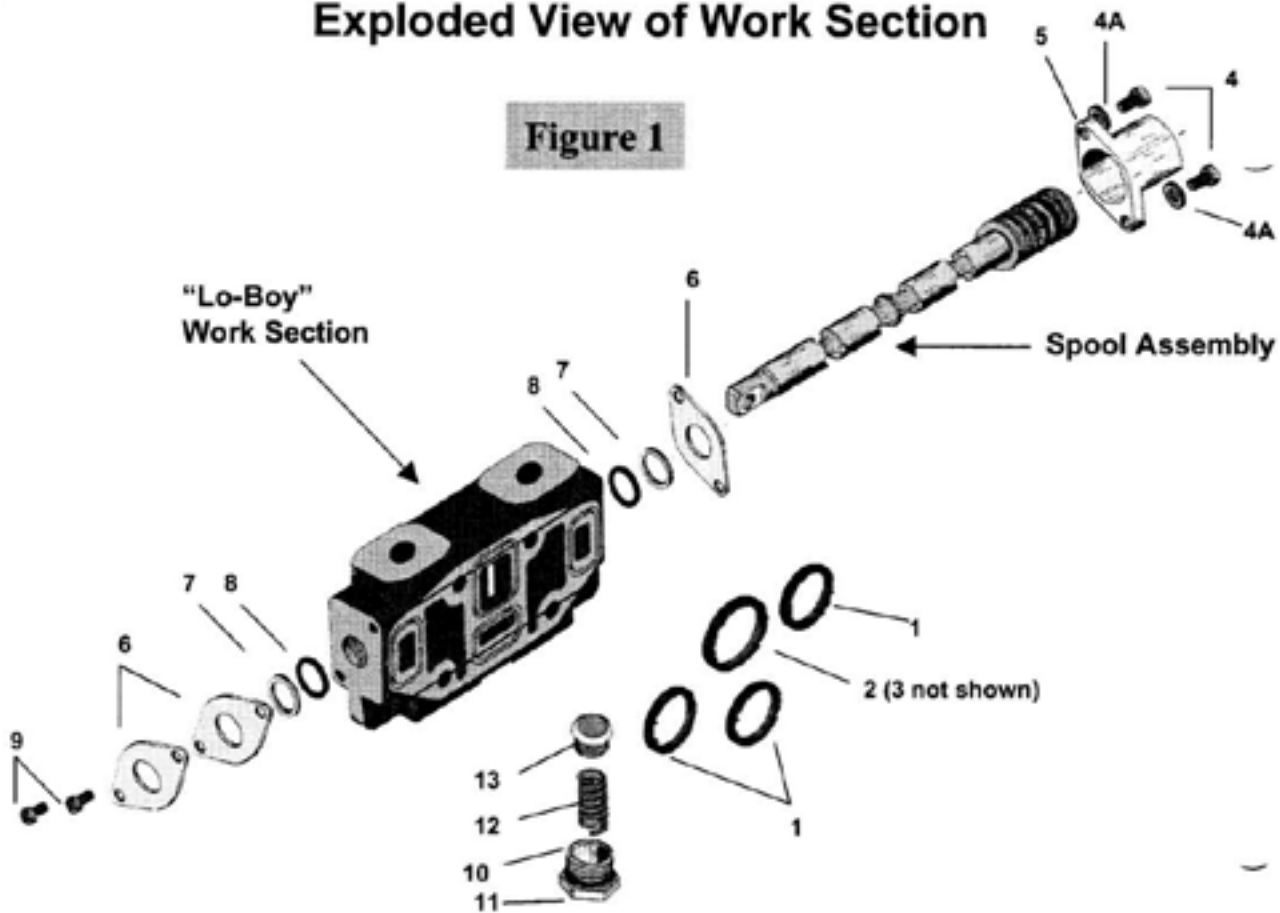
Valves are often used in hazardous environments. Inspect them frequently for damage due to improper use, corrosion or normal wear. If needed, repairs should be made immediately.

Always refer to the machine manual for the proper procedure to remove the valve from the machine.

Remove the valve bank from the equipment, disconnecting all hoses, fittings, control handles and linkage connectors that might be attached to the valve. Plug all ports and thoroughly clean the exterior of the valve bank, then the port plugs can be removed.

Exploded View of Work Section

Figure 1

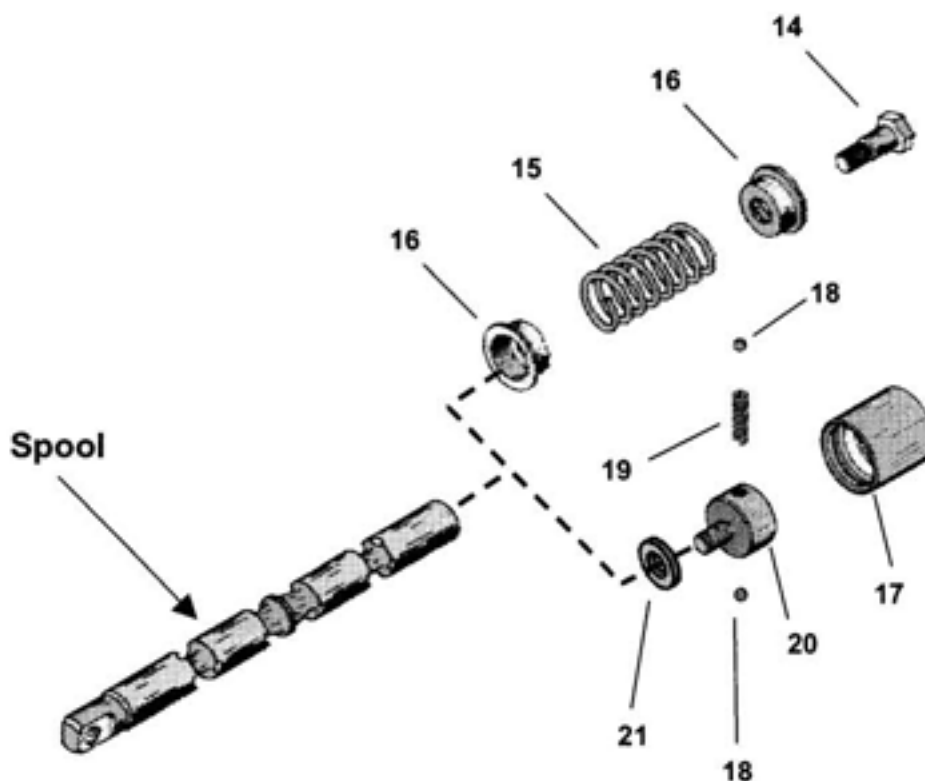


Parts List For Work Section

Item	Description	Qty.	VA/VG20 Part No.	VA/VG35 Part No.	VG80 Part No.
Parallel Section Seals* See Figure 1					
1.	Square Seals	3	391-2881-206	391-2881-200	391-2881-433
2.	Square Seal	1	391-2881-200	391-2881-403	391-2881-670
Series Section Seals					
1.	Square Seals	2	391-2881-206	391-2881-200
3.	Square Seal	1	391-2881-627	391-2881-628
Parallel and Series Section Component Parts. See Figure 1					
4.	Back Cap Screws	2	391-1433-020	391-1433-009	(4) 391-1402-068
4A.	Lock washers	8	391-3783-039
5.	Back Cap	1	341-6000-100	342-6000-100	341-0585-099
6.	Retainer Plates	3	391-2183-001	391-2183-005	391-2183-157
7.	Back up Rings	2	391-2681-378	391-2681-426	391-2681-285
8.	Spool Seals	2	391-1985-014	391-2887-212	391-2881-096
9.	Retainer Plate Screws	2	391-1433-015	391-1433-002	(4) 391-1402-015
10.	Check Valve Cap	1	391-0581-044	391-0581-044	391-0585-099
	Or Valve Cap (F.I.N.)	1	391-2281-015	391-2281-015
11.	O Ring Seal **	1	391-2881-204	391-2881-204	391-2881-249
12.	Check Spring **	1	391-3581-713	391-3581-713	391-3581-778
13.	Check Valve Poppet **	1	391-2481-069	391-2481-069	391-2383-091

*Parallel Sealing Face includes inlets and mid-inlets.

**Not required in Float-in-neutral Sections.

Figure 2

Spring Centered and Detent Spool Operators. See Figure 2

14.Stripper Bolt	1	391-1432-022	391-1432-021	391-1402-452
15.Centering Spring	1	391-3581-608	391-3581-633	391-3581-330
16.Spring Guides	2	391-1642-045	391-1642-013	391-1642-161
17.Detent Sleeve	1	391-3283-015	391-3283-008	391-3384-310
18.Detent Balls	2	391-0282-010	391-0282-009	391-0282-011
19.Detent Spring	1	391-3581-130	391-3581-015	391-3581-316
20.Detent Poppet Retainer	1	391-2583-008	391-2583-006	391-3384-311
21.Detent Spacer	1	391-3782-208

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Valve Disassembly Instructions

Reference exploded view and parts list on page 2 and 3 for work section detail.

Step 1 - Valve Bank

This step is the most critical in the disassembly procedure. It should be followed closely to ensure that the valve bank is properly reassembled after repairs have been made.

With a waterproof, quick-drying marker, mark each casting with a sequential number. Start by marking the inlet casting with the #1 and finish by marking the outlet with the highest number.

Next, mark the port boss closest to the back cap on each work section with a "B" (for back cap end).

Then, mark the port boss closest to the spool clevis on each work section with a "C" (for clevis end).

Finally, if relief valves are removed from the valve bank they must be marked with the corresponding number of the casting and port location (B or C) from which they were removed. Inlet and mid-inlet relief valves are marked with a casting number only.

Step 2 - Tie Bolts

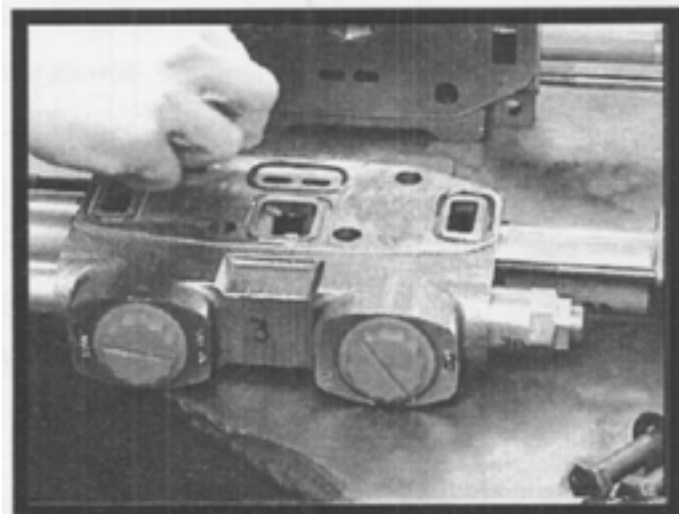
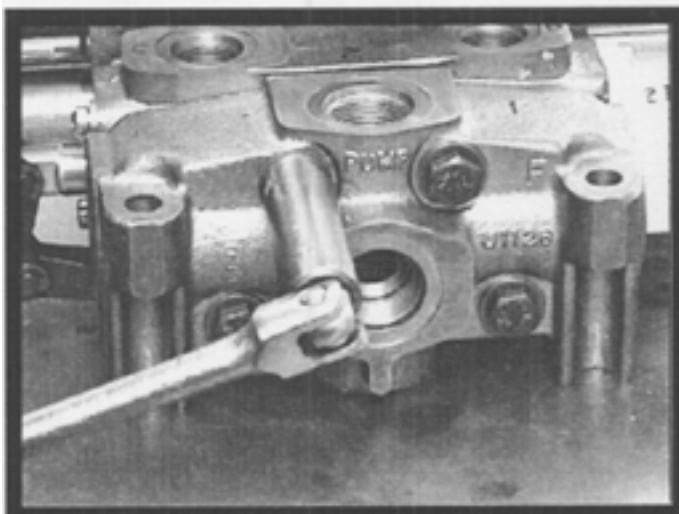
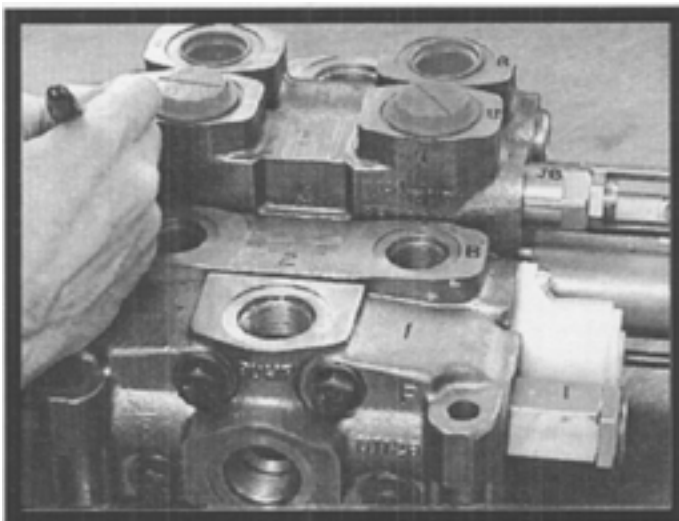
Remove the four, tie bolts that hold the bank together and separate the sections.

NOTE: VA valve tie bolts thread into the outlet casting. VG valve tie bolts pass through the entire bank, requiring washers and hex nuts to be fastened at both ends of the bolt.

Step 3 - Section Seals

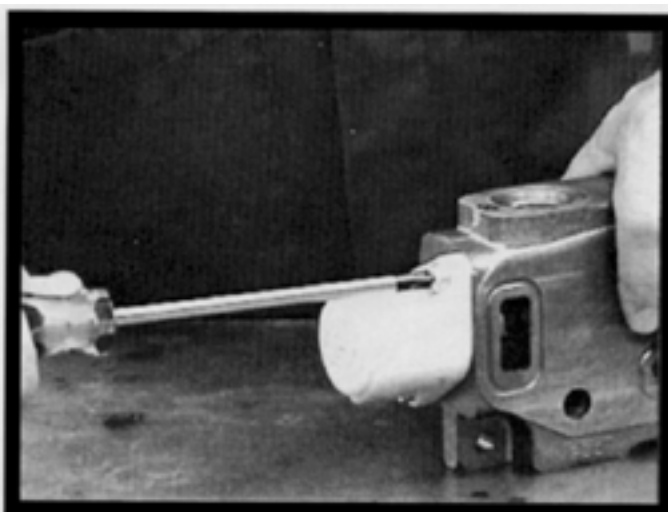
The inlet, mid-inlet and each parallel work section have four, section seals, (Fig. 1, items 1 & 2) on the downstream, mating face. Series work sections and the VA/VG35 split flow mid inlets have three section seals on the downstream mating face, (Fig. 1, items 1 & 3.) These section seals should be removed and discarded.

REMINDER: ALL WORK MUST BE PERFORMED IN A CLEAN AREA.



Valve Disassembly Instructions

5



Step 4 - Valve Back Cap

Using a large, Phillips-head screwdriver, remove the two, cap screws (Fig. 1, item 4) which fasten the back cap to the work section. Lightly tap the end of the screwdriver handle with a hammer to break adhesive. Remove the back cap (Fig. 1, item 5).

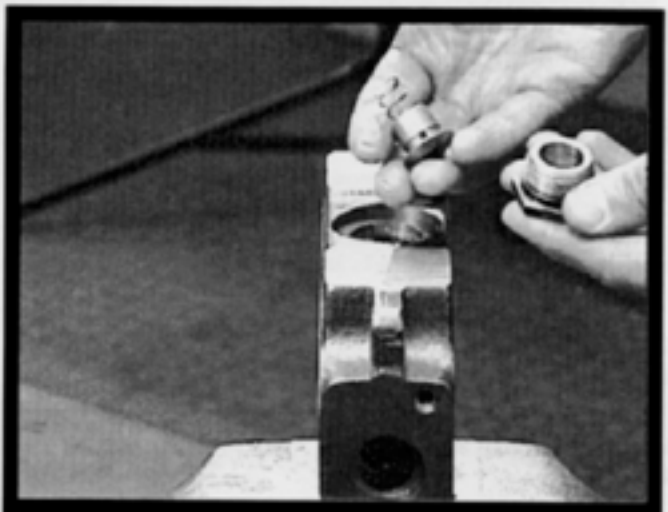


Step 5 - Control Spool and Seals

Grasp the spring end of the spool with a clean, lint-free cloth and pull the spool out of the housing using a twisting motion. Generally, the rear, retainer plate (Fig. 1, item 6) back-up ring (Fig. 1, item 7) and spool seal (Fig. 1, item 8) will come out with the spool.

CAUTION: For detented spool models, be careful not to remove the detent poppet sleeve (Fig. 2, item 17) unless it is to be serviced.

Using a large, Phillips-head screwdriver, remove the two, retainer-plate screws (Fig. 1, item 9) from the spool clevis end of the work section. Lightly tap the end of the screwdriver handle with a hammer to break the adhesive. Remove the two, retainer plates (Fig. 1, item 6) the back-up ring (Fig. 1, item 7) and the spool seal (Fig. 1, item 8). Tag or mark with the appropriate, work section identification number. (See Step 1.) Spool seals (Fig. 1, item 8) and back-up rings (Fig. 1, item 7) should be discarded.



Step 6 - Transition Check

The transition check is located in the bottom center of the work section housing. Carefully clamp the work section in a vise with ports down. Do not clamp on the machined surface. Remove the check-valve cap (Fig. 1, item 10) and its O-ring seal (Fig. 1, item 11). Discard the seal. Remove the check spring (Fig. 1, item 12,) and the check-valve poppet (Fig. 1, item 13).

NOTE: Only cylinder work sections (ports blocked in neutral) have a transition check. Motor sections have only a cap plug.

6

Valve Disassembly Instructions

Spool Disassembly

Spring Centered Spool

The spring assembly should not be removed from the spool unless these parts need to be replaced. Once the spool is free of the work section housing, it must be handled carefully to avoid damage. Place the spool vertically in a soft-jawed vise, clamping on the flat, spool clevis, and remove the stripper bolt (Fig. 1, item 14) with a wrench.

Lightly tap the stripper bolt with a hammer and a punch to help break the adhesive. Cautious application of heat may be required to free the stripper bolt, since an anaerobic thread adhesive was used during its assembly.

CAUTION: Too much heat may distort the spool.

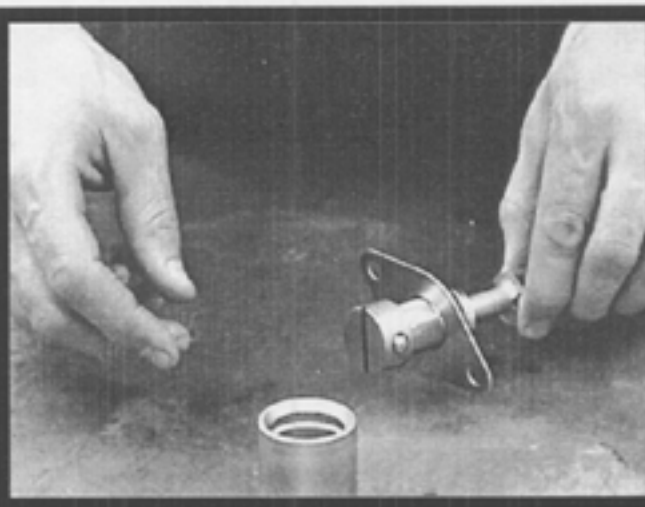
As the stripper-bolt threads disengage, the spring (Fig. 2, item 15) and spring guides (Fig. 2, item 16) will release abruptly from the spool.



Detent Spool

The detent assembly should not be removed from the spool unless these parts need to be replaced. Wrap the detent sleeve (Fig. 2, item 17) with a clean, lint-free cloth. Grip the cloth-covered sleeve and pull firmly. As the sleeve moves backwards, the detent balls (Fig. 2, item 18) and the detent spring (Fig. 2, item 19) will release abruptly. The cloth should capture these parts and prevent their loss.

Next, clamp the spool in a soft-jawed vise and remove the detent poppet retainer (Fig. 2, item 20). Place an undersized bar through the detent ball bore to serve as a wrench. Lightly tap the detent poppet retainer with a hammer and a punch to help break the adhesive. Cautious application of heat may be required again, since an anaerobic adhesive was also used in the detent retainer assembly.



CAUTION: Too much heat may distort the spool!

CLEANING, INSPECTION, AND REPAIR

1. Inspect the spool bore, transition check seat and spool from each section for deep scratches, gouges or excessive wear. If any of these conditions exist, replace the section. Minor, surface damage on the control spool and check poppet can be carefully polished away with a very fine, crocus cloth.

2. Examine the machined surfaces of the valve housing for nicks and burrs that could cause leakage between sections. Lightly stone these surfaces to remove any rough spots.

CAUTION: A shallow-milled relief area extends across the O-ring face of the valve housing. This should not be stoned or ground off!

3. Wash all parts thoroughly in a cleaning solvent and blow dry before beginning reassembly. Pay special attention to the number and letters marked on the parts in Step 1. If any marks are removed during cleaning, re-mark immediately.

4. Clean adhesive from threads of spool, stripper bolt, housing, cap screws and hex nut with Loctite™ Chisel Gasket Remover.

Valve Assembly Instructions

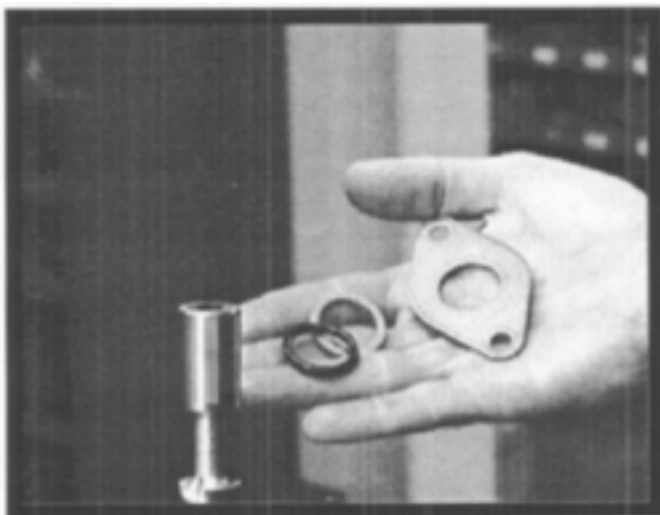
7

Preparation of Parts

Spray the threads of the new stripper bolt (Fig. 2, item 14) tapped-threaded spool end, all screws and screw holes on both ends of the housing with LOCQUIC Primer Grade NF™ and let dry.

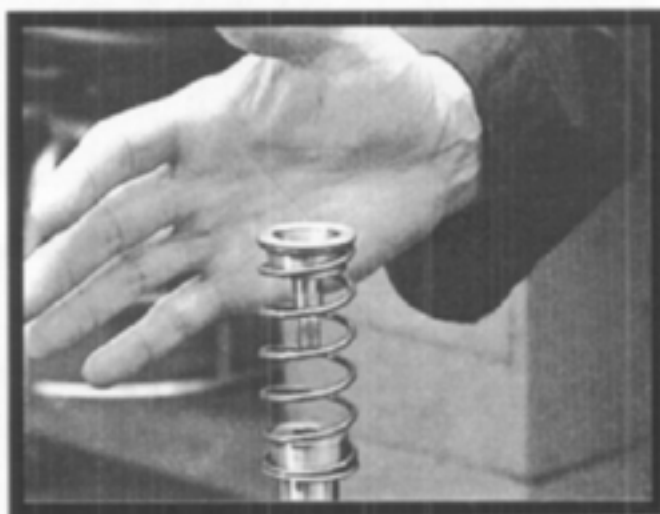
CAUTION: Failure to follow the recommended assembly instructions can result in poor performance or product malfunction. Product should be thoroughly tested to ensure proper operation before the valve is placed back into service.

Spring Center Spool Assembly



Step 1 - Spool Assembly-Spring Centered

Clamp the flat, clevis end of the control spool in a soft jawed vise. Apply Parker Super-O-Lube™ to the spool seal (Fig. 1, item 8) and slide it onto the end of the spool away from the clevis. Slide on the back-up ring (Fig. 1, item 7) and retainer plate (Fig. 1, item 6). Position these items onto the spool, so that they do not interfere with the spool operator mechanism during assembly. Do not allow the O-ring to come in contact with the sharp edge of the spool notches.



Step 2 - Attach Spring Guides and Spring

Apply 2 - 3 drops of Loctite 262™ or equivalent anaerobic adhesive near the middle of the female threads in the spool. Assemble the spring guides (Fig. 2, item 16) centering spring (Fig. 2, item 15) and stripper bolt (Fig. 2, item 14,) onto the spool (Reverse of Step 7). Torque the stripper bolt to 175 in. lbs. +/- 4 in. lbs.

CAUTION: Care must be taken to ensure that the spring retainer is not pinched under the shoulder bolt during assembly. This can result in burrs that may cause spool binding. Check for binding by compressing the spring and guides or by rotating the spring guide nearest the housing.

CAUTION: Follow the adhesive manufacturer's instructions for proper cleaning and curing. Failure to clean and prepare parts properly may result in assembly failure!

Lightly coat the centering spring with high- temperature grease to prevent rusting. Set the spool assembly aside and let it cure for a minimum of 1 hour. After curing, test the stripper bolt to make certain it can withstand 125 in. lbs. of breakaway torque.

8

Valve Assembly Instructions

Detent Spool Assembly

Step 1 - Spool Assembly-Detent

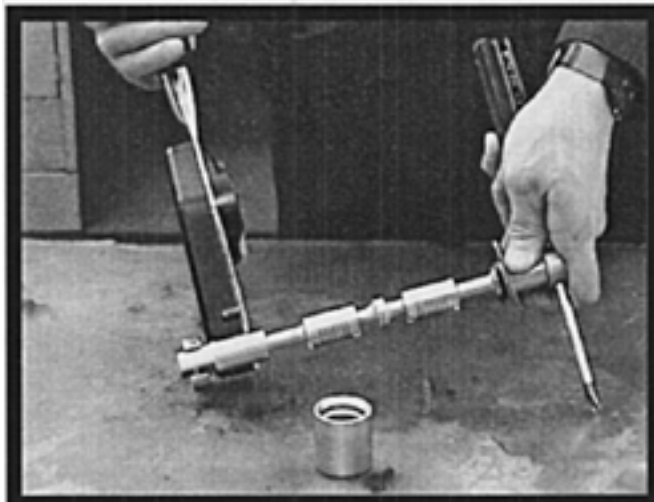
Apply Parker Super-O-Lube™ to the spool seal (Fig. 1, item 8) and slide it onto the spool. Slide the back-up ring (Fig. 1, item 7) and one, retainer plate (Fig. 1 item 6) onto the spool. Position these items onto the spool, so that they do not interfere with the spool operator mechanism during assembly. Do not allow the O-ring to come in contact with the sharp edge of the spool notches. Apply 2 - 3 drops of Loctite 262™ or an equivalent, anaerobic adhesive near the middle of the female threads in the spool.

CAUTION: Follow the adhesive manufacturer's instructions for proper cleaning and curing. Failure to clean and prepare parts properly may result in assembly failure.



Step 2 - Spool Assembly-Detent

Thread the detent ball retainer (Fig. 2, item 20) into the spool end. Torque the detent ball retainer to 175 in. lbs. \pm 4 in. lbs.. This can be accomplished by using a crows-foot socket on the flats of the clevis, and holding the spool by inserting a round, steel rod or screwdriver through the hole in the ball retainer.



Step 3 - Detent Balls and Spring

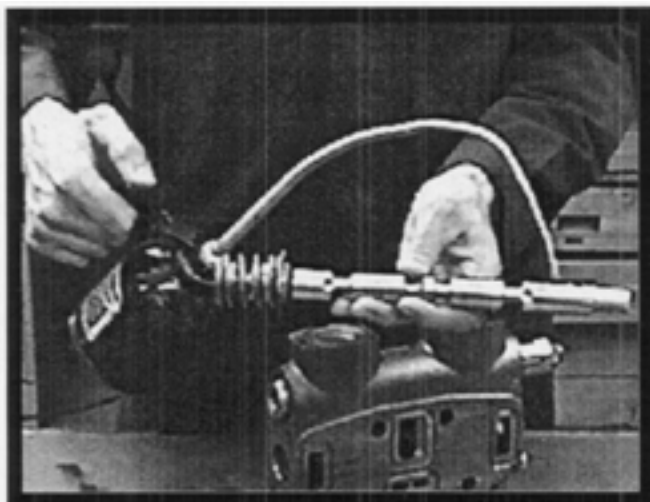
Next, lightly coat the detent balls (Fig. 2, item 18) detent spring (Fig. 2, item 19) and entire inside diameter of the detent sleeve (Fig. 2, item 17) with high-temperature grease.

Insert the detent spring into the through hole in the detent ball retainer. Place the steel balls on the ends of the spring. Compress the balls and spring, then slip on the detent sleeve. (Note: The detent sleeve is not symmetrical; one end of the sleeve has a lead-in chamfer. This chamfer must face the spool clevis when assembled.) Move the detent sleeve to the neutral or middle position to prevent the subassembly from separating during subsequent steps.



Valve Assembly Instructions

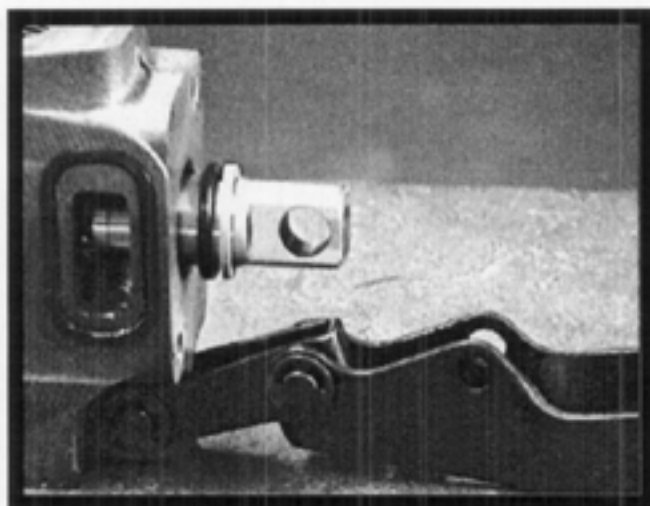
9



Step 1 - Spool Subassembly

Apply 2 - 3 drops of Loctite 262™ or equivalent to the fillister screw holes on both ends of the housing.

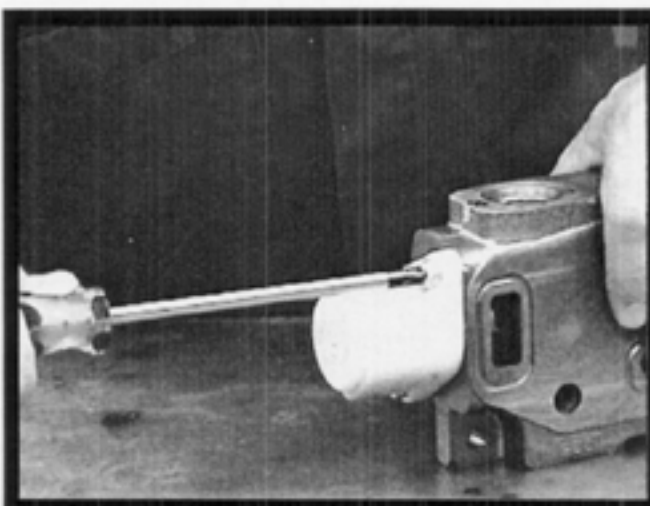
Apply a light coating of clean, hydraulic oil to the valve spool. Carefully insert the spool assembly into the housing. Use caution to avoid causing burrs. Be careful not to pinch, roll or damage the seals. Make sure that the spool and housing are in the proper orientation (see Step 1, page 6 disassembly).



Step 2 - Spool Seal and Back up

Apply Parker Super-O-Lube™ to the spool seal (Fig. 1, item 8) and slide it onto the spool. Slide on the back-up ring (Fig. 1, item 7). Push both items into the counter-bore until they bottom out.

Assemble the two, front, retainer plates (Fig. 1, item 6) using the two short, fillister screws (Fig. 1, item 9). Check retainer plates for proper alignment. Tighten to a final torque of 34 in. lbs. +/- 2 in. lbs..



Step 3 - Back cap

Install the back cap using the two, long, fillister screws (Fig. 1, item 4). Tighten to a final torque of 34 in. lbs. +/- 2 in. lbs.

Caution: Excessive torque will damage the back cap ears!

Valve Assembly Instructions

Step 4 - Install Transition Check

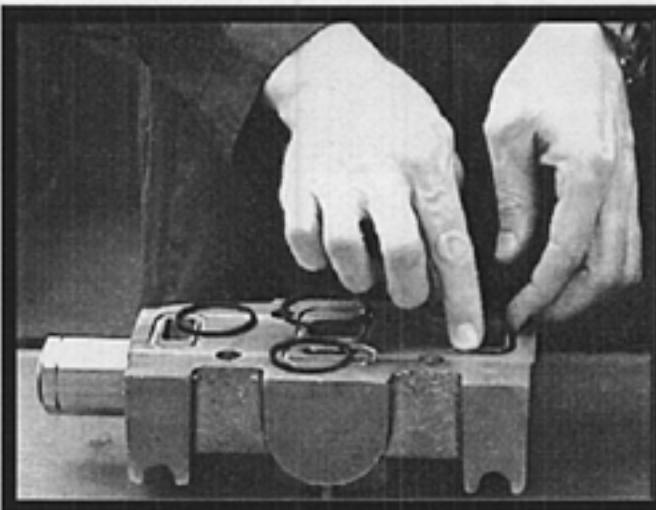
Inspect transition check components for cleanliness. Install check poppet (Fig. 1, item 13) into the transition check cavity. Align the check spring (Fig. 1, item 12) square to the poppet, then carefully place the check cap (Fig. 1, item 11) over the poppet and spring. Turning by hand, engage several threads. Tighten to a final torque of 75 ft. lbs. +/-4ft. lbs..



Step 5 - Relief Valves

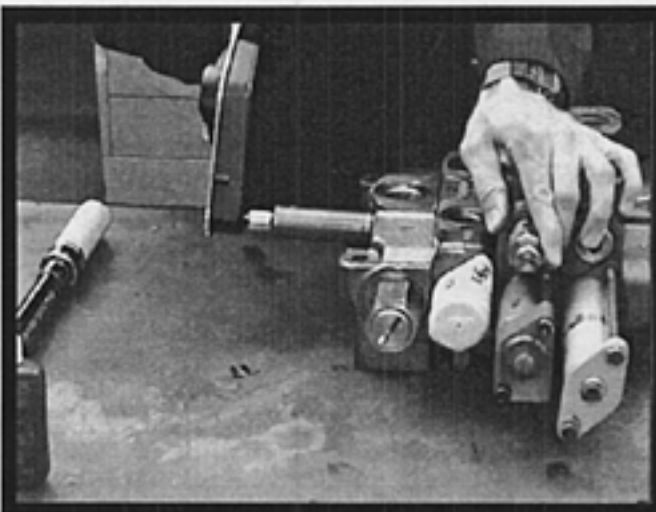
Return all relief valves to their proper positions and torque to 75 ft. lbs.

Install new, section seals. Place section seals (Fig. 1, items 1 & 2, or items 1 & 3) in the proper grooves. Make certain seals stay in their grooves during assembly.



Step 6 - Install Tie Bolts

Slide the tie bolts through the inlet casting. If cap screws are used, place a washer on the cap screw prior to installation. Place the valve sections on the tie bolts in their proper sequence (see Step 1, page 4). Turning by hand, engage several threads in the outlet. If it is a VG series assembly, assemble nut and washer to either end of the stud and follow above instructions. Torque the tie bolts in a cross-corner pattern.



Tie Bolt Torque Values

VA20 - 29 ft. lbs. (348 in. lbs.)

VG20 - 42 ft. lbs. (504 in. lbs.)

VA35 - 34 ft. lbs. (408 in. lbs.)

VG35 - 75 ft. lbs. (900 in. lbs.)

VG80 - 150 ft. lbs. (1800 in. lbs.)

28	TROUBLE	Troubleshooting PROBABLE CAUSE	REMEDY
	Oil leaks between sections	Pinched, blown or missing section seal	Replace section seal
		Stud fasteners not correctly torqued	Replace section seals and re-torque
		Mounting plate not level	Loosen mounting bolts and shim as required
		Contamination/burrs on seal	Clean seal groove, replace section seal
	Oil leaks at either end of spool	Over-pressurized tank core	Correct high, back-pressure condition
		Worn or damaged spool seals	Replace seals and seal retainers
	Spring - centered spools do not return to neutral	Broken centering spring	Replace centering spring
		Misalignment of operating linkage	Check linkage for mechanical binding
		Foreign particles in system	Clean valve and system
	Load will not hold	Cylinder leaking or worn	Check cylinder - repair
		Port relief valve not holding	Remove and clean or replace
		Spool or housing scored or worn excessively	Replace section
	Load drops when spool moved from neutral	Dirt or foreign particles lodged between check-valve poppet and seat	Disassemble, clean & reassemble
		Scored or sticking check-valve poppet	Replace poppet
	No motion, slow, or erratic system operation	Worn pump	Check flow & pressure
		Defective cylinder or motor	Repair or replace
		Low-reservoir oil level	Add oil to specifications
		Clogged suction strainer	Clean or replace
		Suction line restricted	Check lines
		Relief valve not properly set	Check pressure setting
		Relief valve poppet or seat scored & sticking open	Replace relief valve
		Valve spool not shifted to full stroke	Check spool linkage travel



Pilot-to-open, spring biased closed, unbalanced poppet logic element

Capacity:
60 gpm (240 L/min.)

Functional Group:

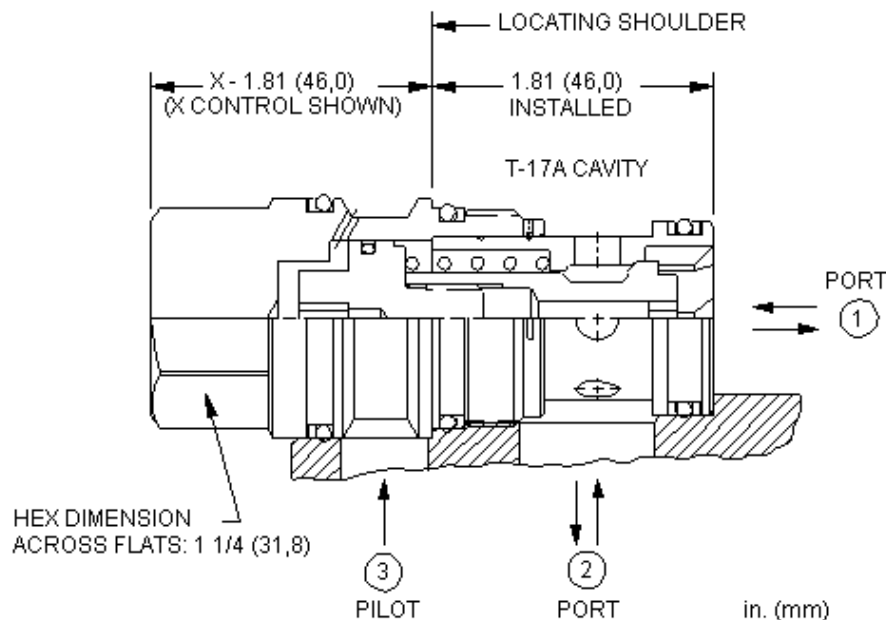
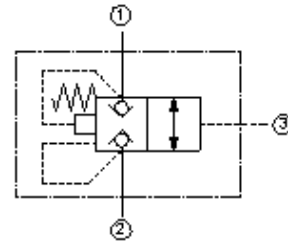
Products : Cartridges : Corrosion Resistant : Logic Element : Unbalanced Poppet, Pilot-to-open, Switching Element, Spring biased closed, External Pilot Port 3 pilot source

Model:

LKHC

Product Description

These unbalanced poppet, logic valves are 2-way switching elements that are spring-biased closed. Pressure at either work port 1 or 2 will further bias the valve to the closed position while pressure at port 3 will tend to open it. The force generated at port 3 must be greater than the sum of the forces acting at port 1 and port 2 plus the spring force for the valve to open. NOTE: The pilot area (port 3) is 1.8 times the area at port 1 and 2.25 times the area at port 2.



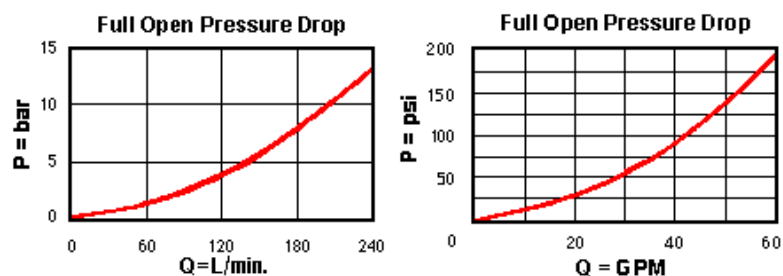
Technical Features

- Because these valves are unbalanced, operation is pressure dependent. Opening and closing of the poppet are functions of the force balances on three areas: 1) Port 1 = 100%, Port 2 = 80%, and Port 3 = 180%.
- These valves are pressure responsive at all three ports, therefore it is essential to consider all aspects of system operation through a complete cycle. Pressure changes at any one port may cause a valve to switch from a closed to an open position, or vice versa. All possible pressure changes in the complete circuit must be considered to assure a safe, functional system design.

- These valves have positive seals between port 3 and port 2.
- Incorporates the Sun floating style construction to eliminate the effects of internal parts binding due to excessive installation torque and/or cavity/cartridge machining variations.
- Stainless steel cartridge options P or W are intended for use within corrosive environments with all external components manufactured in stainless steel or titanium. Internal working components remain the same as the standard valves.

Technical Data

	U.S. Units	Metric Units
Cavity	T-17A	
Capacity	60	240 L/min.
Area Ratio, A3 to A1	1.8:1	
Area Ratio, A3 to A2	2.25:1	
Maximum Operating Pressure	5000	350 bar
Maximum Valve Leakage at 110 SUS (24 cSt)	10	10 drops/min. @ 70 bar
Pilot Volume Displacement	.15	2,5 cc
Series (from Cavity)	3	
U.S. Patent #	4,795,129	
Valve Hex Size	1 1/4	31,8 mm
Valve Installation Torque	150 - 160	200 - 215 Nm
Seal Kits	Buna: 990-017-007	
Seal Kits	Viton: 990-017-006	



Option Selection

LKHC-X D N



Preferred Options

Control

Cracking Pressure

**External
Material/Seal
Material**

Standard Options

X Not Adjustable

N Buna-N

V Viton